# THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

January 12th—18th, 1984
Volume 19, Number 2

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# THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

Volume 19, Number 2 January 12th, 1984


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## ABOUT THE COVER:

It's boat show time again and one of the world's largest, the New York National Boat Show, will be berthed at the New York Coliseum, January 14-22. *The Fisherman* will be there (booth C-177) so be sure to stop by and say hello. On the cover: A white marlin comes aboard a well-equipped Grady-White Trophy 25.


**Publisher:** Richard Reina

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The LONG ISLAND FISHERMAN is published weekly, except for two weeks in December by the L.I.F. Publishing Corporation, L.I.F. Building, Bridge Street, P.O. Box 1994, Sag Harbor, N.Y. 11963. Telephone: 516-725-4200. Second Class Postage paid at Sag Harbor, New York. $.75 per copy, back issues $1. Subscriptions: 50 Issues, $17.50; 100 Issues, $33. Photographs and written contributions are welcomed. Unsolicited contributions become the property of The Long Island Fisherman. All contributions to be returned must be accompanied by a self-addressed stamped envelope. All consideration will be given to these requests, however, no responsibility on our part is assumed. Notice of change of address must include both new and old addresses and sent to the Main Office. Allow two to four weeks for change. USPS 588-160.



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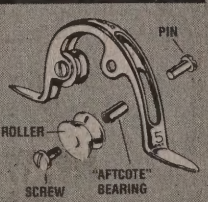


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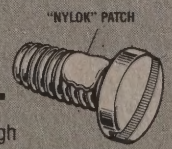


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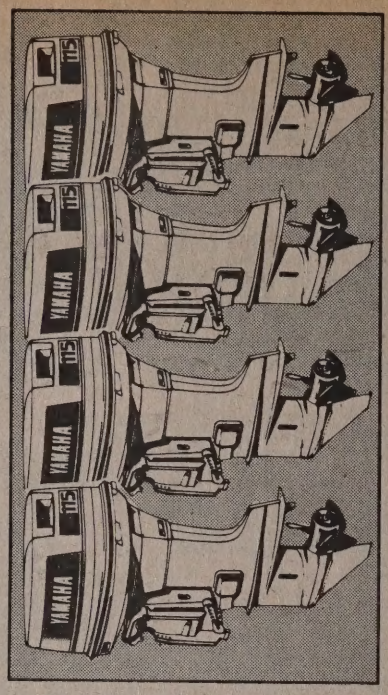


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# EDITORIAL

## SETTING PRIORITIES CORRECTLY

HEADLINE: West End Pinhookers Complain That New Bass Law Will Cost Them Thousands Each Year!

HEADLINE: East End Commercial Fishermen Complain That New Bass Law Will Put Them Out Of Business!

HEADLINE: Biologists Say Emergency Action Is Necessary to Save Striped Bass!

HEADLINE: East End Commercial Fishermen Mount Effort to Weaken The New Bass Law!

The topic is striped bass, and the topic has been striped bass for over a year now, and with good reason. The fish is important to recreational fishermen in the Northeast as the only inshore game fish that can grow to impressive sizes. Because of our love affair with the striped bass, recreational anglers spend hundreds of millions of dollars in pursuit of the species. Those hundreds of millions equate to **JOBS** for thousands of people who do everything from charter a boat, to make tackle, to those who own motels, sell gas, repair engines, and serve food! The economic importance of the species to local economies is significant through the commercial fishing sector too; albeit only a mere fraction of the recreationally derived economic impact. Of course, commercially captured fish find their way to restaurants and dinner tables in many cities and thus, the consumer has a stake in the history of the species also.

Yet we must ask the most important question of all. WHO OR WHAT HAS THE BIGGEST STAKE?? We think you know the answer to this question even now without further discussion.

Sure, economics are important. We have to consider people's jobs, traditional ways of life and leisure, and we must also consider the people who are only indirectly involved such as consumers. However, these should not be primary concerns until we have established proper priorities and identified and solved the problem of the most primary concern.

All the hoopla in recent months has not come to grips with this issue and has not addressed this point, save for LIF and a small handful of well-intentioned individuals scattered about Long Island.

Newsday didn't address it. The three networks local news features didn't address this point, and repeated stories in major East Coast papers have not keyed to it either. Yet, in spite of the shoddy investigative reporting that has surrounded both the pre and post law passage periods, the giants of communication continue to plod forward leaving in the minds of those who read the words, hear the words, and see the pictures, an impression that only people are involved and only people will suffer. Odd, isn't it, that the self-appointed keepers of the news will make a simple small-sized nuclear test appear to be the beginning of the end of the world, but were totally impotent to get at the real story surrounding the recently passed striped bass legislation. Impotent yes, shoddy work, yes, and arrogance as well! What happened to the real newspaper person whose thirst for a story transcended impressing the boss, or getting a raise, or becoming famous? Truth was the ultimate goal then, and now it appears incompetence is the name of the game. We recall making over a dozen calls to the Long Island Editor of one local network news show within two weeks. Each time we left a message that was clear as to its source and importance, and believe it, the man never called back.

Perhaps Keith Rogers of the California Contra Costa Times said it best. Mr. Rogers, after completing a section of the article explaining how West Coast fishermen introduced laws, pay for a striped bass stamp, and follow aggressive research on West Coast striped bass that has brought a staggering West Coast bass population back on the road to recovery, said this. "I wish the commercial fishermen on the Atlantic Coast would learn a lesson from all of this. They have opposed a ban on taking stripers and they argue that it is not their fishing but environmental problems that are causing the decline. I say they quit pointing fingers at each other and follow suit with what we've done right here in Martinez and Antioch and throughout Northern California where the striper was first introduced in the West."

Yes, Mr. Rogers, it is the striped bass that we must protect first, not people. We haven't ever been properly able to protect people from people or people from the environment, or people from economic changes, but perhaps we will fair better if we try to protect the environment from people, and the striped bass from people. Perhaps the emphasis of legislation has been wrong and that's why these efforts have failed again and again. Perhaps if the fish and their habitats were considered as most important, the benefits to man

would flow naturally from that effort the way water must flow over a waterfall.

We value the traditional commercial fishing industry on Long Island and we do not want to see it become only a memory. Yet, it should be obvious to all that protection of that industry is not best served by an attitude that encourages the catching of every last fish—in this case striped bass. An open-ended and do-nothing approach to fisheries management will not prevent the extinction of the Long Island commercial fishing industry, it will merely delay its death. To continue living it must care for and nurture the creatures upon which it depends. That means conservation of striped bass stocks as well as all the other species they capture. It means management and it means smaller catches here and there and from time to time. The road to a rosy future does not lie in laissez-faire legislatures and government agencies, rather it exists in the dream of protection of resources and habitats. Protection from pollution, protection from development, and most immediate of all, fish mortality protection. That is, we must catch fewer striped bass for some time into the future. The future of the commercial industry can also be found in non-traditional methods and practices. That makes the blood of a commercial boil, but like the still-live mullet on its way down the throat of a bass, there's little doubt that it will be eaten. Deny mariculture if you choose too, but in so doing, you are hastening the demise of your tradition and lessening significantly the chance that your children will harvest in the sea.

Industries come and go. They always have and they always will. Most of us received milk at the doorstep years ago from our milkman and today we go to the store. There was also the fish peddler and his wagon, and the blacksmith, too. What became of the people who lost their jobs as the times and needs of people changed? Did they go hungry? Did they fail? Surely a few did; those without the inner strength to forge on to a new life, but most sucked in their guts and moved on. A hundred years ago the commercial fishing industry flourished on Long Island and there was no real recreational industry. A few folks fished for fun here and there, but there were virtually no services and goods to support their hobby. Today, recreational fishing on Long Island is big business. Over a third of us fish in the sea for fun every year! We spend over $125 million on Long Island in direct contribution as we pursue our leisure and we employed thousands upon thousands of people. It is the way of man's existence that things change with time. A hundred years ago there were no factory finfish boats.

On its present course, the commercial industry—that portion that is constituted by the inshore effort—will all but disappear. What is sad, is that it does not have to. It will have to shift gears and new blood will have to come up with new philosophies, but it can survive. One hopes the Governor's task force on economic impact on the commercial fishing industry will address the issues of mariculture and gear restrictions. All the FISHPORTS in the world won't change the fact that the inshore needs of species, environmental protection, and people are changing rapidly. To survive, the commercial fisherman must become a farmer; that is, put in the seed and harvest the crop.

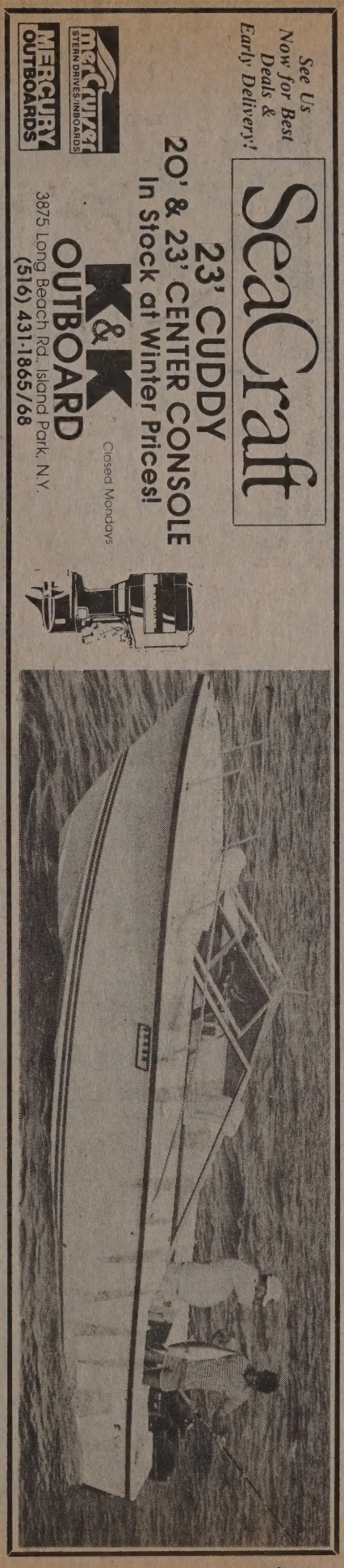
We must ultimately come together on this, not because our respective ways of life are threatened, but because the striped bass is only a small piece of a much larger whole. The issue is our responsibility to the creatures with whom we share the planet. If we can learn to stop creating extinction and start nurturing real management, then stocks of many sea critters will increase and then—and only then—will we have earned a bountiful harvest!

We must ultimately come together on this, not because we will adopt each other's philosophy, but because the health and well-being of our children are at stake; because we cannot stand around forever like children, pointing fingers at each other, trying to convince our guardians that it was the other guy's fault.

We must cherish the gifts of the Creator, not abuse them. We must step aside if it appears that what we do may hurt another of the Creator's creatures. Maybe we'll have to find other jobs or a new way to do the old job, but we'll need to step aside.

It is clear that what is best for the striped bass is also best for the commercial harvester and the recreational user. It is so clear that it astounds us that others have not embraced the thought. We cannot catch every striped bass in the sea, move on to another species and repeat our first mistake. Should we abuse nature in such a manner, surely we will all become extinct. When the Soviet bloc of nations were fishing without restriction here, the commercial fishermen called it a RAPE. Why is it then, that they fight restrictions in management? Are they above the laws and processes under which they would have others live?

***William A. Muller***

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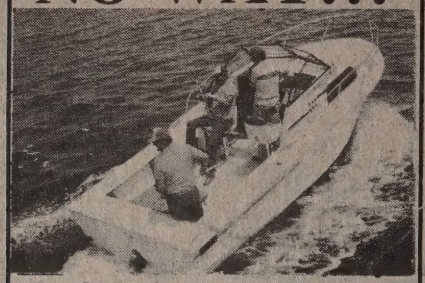

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# PASS IT ON...

### IN MEMORIAM

On December 9, 1983, Long Island lost long-time fisherman Warren Campbell at the age of 62. A West Islip resident for 32 years and a fisherman for 45 years, he worked many upstate freshwater streams and was a fixture on Long Island's South Shore beaches. With his latest boat, the "Lucky Lady," he fished Great South Bay and Fire Island Inlet. His great knowledge of fishing will be dearly missed by those who fished with him. Warren Campbell will be remembered as a true sportsman.

### STRIPERS UNLIMITED PETITIONS FOR STRIPER PROTECTION

Stripers Unlimited has petitioned the Secretary of Commerce for endangered species status for large breeders of the Chesapeake Bay strain of striped bass, and threatened status for smaller stripers.

The SU petition cites apparent genetic changes in the Chesapeake Bay population, environmental deterioration in the breeding habitat, poor recruitment and overfishing as reasons for protecting this important food and game fish.

The Massachusetts-based striped bass conservation organization is asking that the 90 day review period for the application be set up within the time limit set by the Endangered Species Act of 1973 so steps may be taken by the 1984 spawning season.

Earlier efforts by SU to have the Chesapeake Bay strain of striped bass placed on the endangered species list, one in 1975 and one in 1982, were unsuccessful.

If the current petition is allowed, all Chesapeake Bay striped bass of 50 pounds or more would be protected. Those under 50 pounds could come under federal management.

According to Robert B. Pond, executive director, observations by SU personnel show that there have been apparent genetic changes in the striped bass embryos in the past decade, changes adversely affecting the viability of the eggs and larval fish. Since the fish spawned prior to 1958 do not seem to carry this genetic damage, SU wants them protected.

The Chesapeake Bay strain produces a unique, buoyant egg that is spawned on the tideline where the fresh and saltwater meet in slowly flowing rivers. Eggs produced by the Carolina and Hudson River strains are heavier and are spawned in fast flowing freshwater stretches of rivers.

Stripers Unlimited has observed and photographed a lack of utilization of the oil in the oil globule in the Chesapeake Bay striped bass embryos. This is a major change from studies done in previous years (1955-1958) by Mansueti. Other biologists have found this genetic alteration in the Chesapeake Bay strain as well as in West Coast stripers and those from the Carolinas. Other observations include weak tissues resulting in the stretching and tearing of the yolk membrane and in the leaching of yolk material into the chorion, abnormal development of cells, early chorion rupture, lack of motility in the fry and non-inflation of swim bladders.

While researchers are working to learn the reason for the striped bass decline, SU claims no meaningful research is being done on the early life stages of the eggs and larvae.

Pond first observed problems in the eggs more than a decade ago and warned then that problems with the East Coast striped bass fishery were inevitable. Statistics show that recruitment has diminished drastically over the past decade, bearing out this prediction.

In addition to presenting evidence of genetic damage and lack of viability in eggs and larvae, SU cites present or threatened destruction of habitat, over-utilization for commercial, recreational, scientific or educational purposes, disease and predation, inadequacy of existing or proposed regulatory mechanisms and natural or man-made factors affecting continued existence of the species in its petition.

SU's claims are extensively documented.

Detailed information on the petition and on the rationale behind it are available to writers, and requests for interviews are invited.

### ELECTED OFFICIALS JOIN FORCES TO SAVE MONTAUK LAND

Elected officials from all levels of government met recently to plan strategy in an attempt to block the federal government from selling the 278-acre former Montauk Air Force Base. Along with representatives of two state agencies, Congressman William Carney, Assemblyman I. William Bianchi, Jr. (D-Bellport) and East Hampton Town Councilman Tony Bullock made plans to pass legislation in Congress to preserve the property and at the same time appeal to the federal government to transfer the property to the state.

Representatives of Gail Shaffer, New York Secretary of State, again announced that the state will consider legal action to block the sale to private interests on environmental grounds.

Carney promised that "everything possible" would be done to pass the pending legislation introduced by Senator Moynihan and himself to preserve the property. Senator Moynihan sent a representative to last week's meeting to announce action in the Senate.

Assemblyman Bianchi, who is the senior member of the Assembly En-

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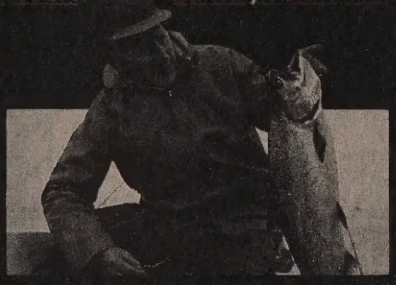

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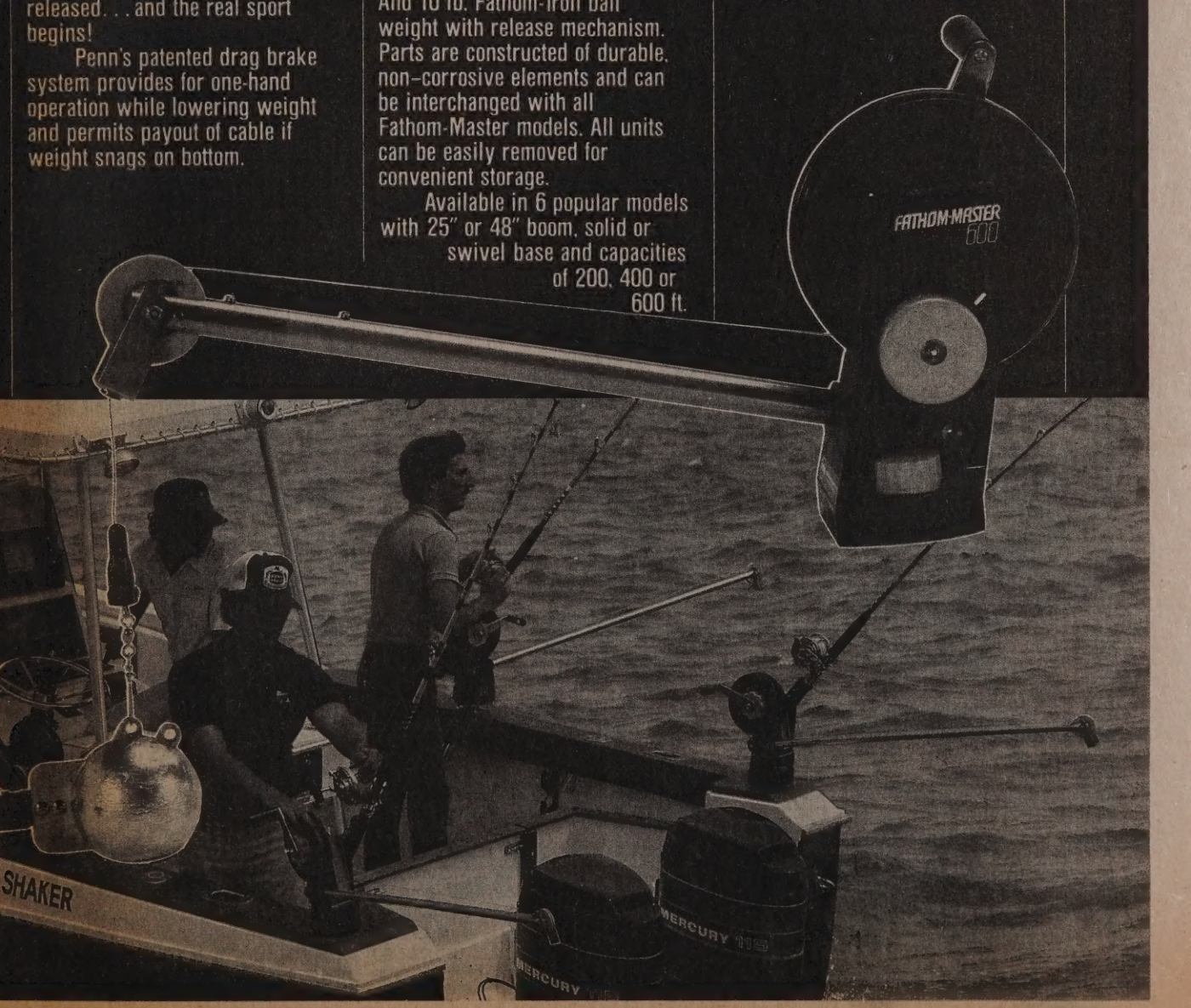

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vironmental Conservation Committee, applauded the State Office of Parks and Recreation's efforts to request the land from the General Services Administration in Washington. The Office of Parks and Recreation has offered the federal government 125 acres of state-owned land on Fire Island if they will transfer the Montauk property to the State.

Town Councilman Bullock announced that East Hampton is considering a change of zoning for the Montauk property in its effort to block development, should the GSA go forward with their plans.

### BOATING SKILLS AND SAFETY COURSE IN BROOKLYN

Flotilla 11-5 of the U.S. Coast Guard Auxiliary has announced that once again they will render their famous public education boating skills and safety course!! This is the longest and most practical 16-lesson course, as is given by the Auxiliary. Eleven lessons take the student from boat handling through radio communication. The last five lessons are devoted to the physical aspect—the actual plotting of courses on nautical charts. Each lesson is of two-hour duration. The course will begin on February 7, 1984 and will be held at the Diamond Point Yacht Club, located at 1350 Paerdegat Ave., in the Canarsie section of Brooklyn. The lessons start at 8PM. A nominal fee will be charged for materials issued to each student wishing same. Remember, the course is free and those students wishing to partake in lecture sessions only need not pay the fee. At the conclusion of the class, all graduating students will be given a beautiful certificate, which is supplied by the Coast Guard.

Need more info? Contact Harry Frankel any business day, 9:30 to 4:30, 212-868-8853 or write 2069 85th Street, Brooklyn, NY 11214.

### HIGH HILL STRIPER CLUB OPEN HOUSE

An Open House will be held for anyone interested in becoming a member of the High Hill Striper Club, on Wednesday, February 15, 1984 at 8:15 PM at the Garden City Bowling Alleny, 987 Stewart Avenue, Garden City. Guest speaker will be the Managing Editor of The Long Island Fisherman, Bill Muller, who will discuss "Weakfishing from the Surf," with a question and answer session afterward. A film will also be shown that evening.

The High Hill Striper Club is looking for new members with not only a sincere and dedicated interest in surf fishing and conservation, but who are also willing to become involved in club activities. The High Hill Striper Club is strictly a surf fishing club with an emphasis on conservation.

So, if you are a surf fisherman and are looking to join with others holding the same interest, come down to the Open House. Due to limited space, if you are planning to attend please call

Tom FitzSimmons at (516) 487-7822 between 9AM and 5PM or at (516) 825-2499 from 7 to 10 PM.

### BOATING SKILL AND SEAMANSHIP COURSE

A 16-week lesson course in Boating Skills and Seamanship will be given by Flotilla 11-4 of the U.S. Coast Guard Auxiliary.

Registration is at 7:30PM; classes begin 8PM, Tuesday evening, February 7, 1984 in Manhattan Beach, Room S163, Kingsborough Community College, 2001 Oriental Blvd, Brooklyn, NY.

The course will be presented by experienced USCG Auxiliary instructors using the Auxiliary's highly acclaimed text book and related instructional materials. A wide area of subjects will be covered including: boating language, boat handling, rules of the rod, legal requirements, use of charts, piloting, marine engines, weather, safety, aids to navigation, marlinspike, sailing, radiotelephone. The classes provide an excellent forum for in-depth questions and answers.

The lessons are designed for beginning and intermediate levels and family participation is encouraged. The course is offered free, with a nominal fee for the text and materials. Upon successful completion of the course, registrants will receive a handsome Certificate from the U.S. Coast Guard Auxiliary.

For further information and registration, call Flotilla 11-4 at (212) 646-8886; or 332-5447.

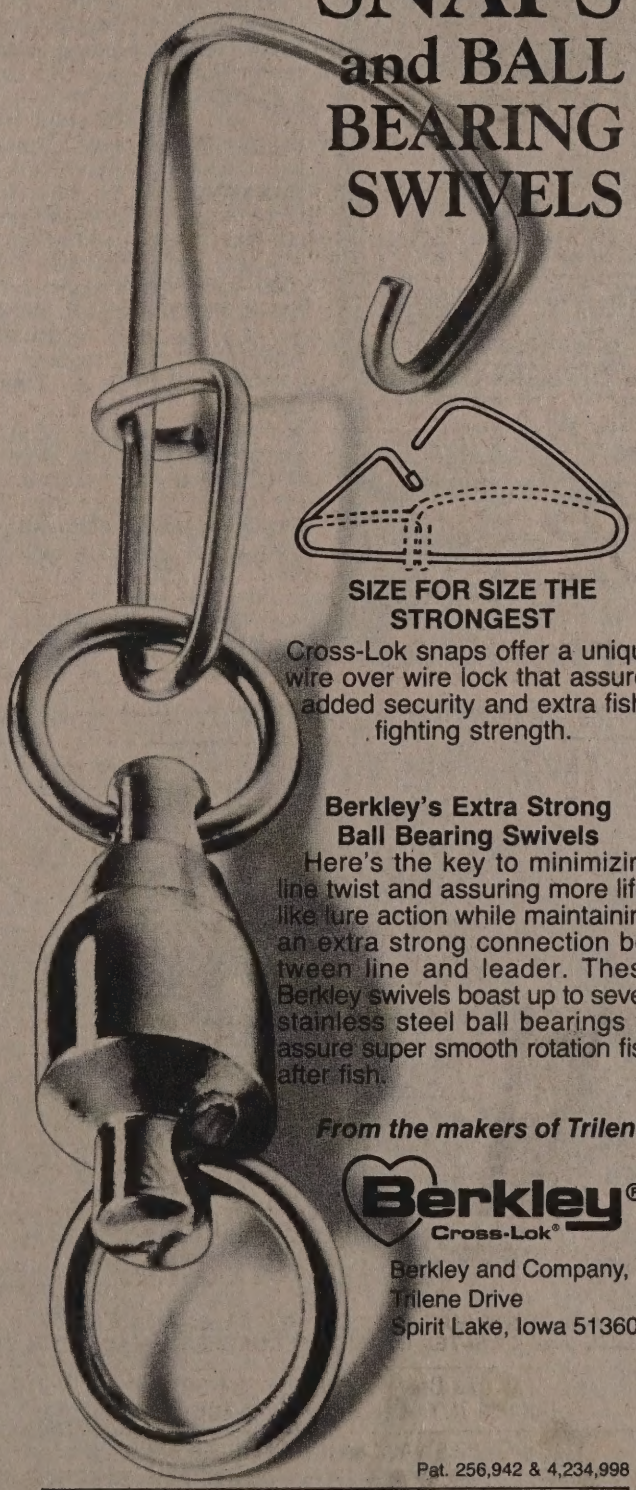
### NEW YORK SPORTSMEN'S EXPO OPENS AT NASSAU COLISEUM JAN. 25-29

The great outdoors goes indoors when the fifth annual New York National Sportsmen's Expo opens at Long Island's Nassau Veteran's Memorial Coliseum from January 25 through January 29. Sportsmen will be treated to many varied exhibits covering fishing (both fresh and salt water), hunting; boats for the fisherman, recreational vehicles, accessories and campgrounds.

Fishermen will find both national tackle manufacturers and local shops with tackle ranging from the smallest of lures right on up to custom rods, and everything in-between. There will be skippers of charter boats and party boats from all over the metropolitan area and as far east as Montauk Point and up into the Adirondacks and Great Lakes. Even fishing lodges from Maine and Canada will be there for the angler to meet and talk with. If it covers fishing, it will be at the show.

For the fisherman who is considering a new boats there will be a multitude of boats on hand ranging from center console models to cuddy cabin boats and small runabouts. Fiberglass and aluminum boats will be presented along with a variety of canoes. If the sportsman is inclined to get out on the water on his own rather


# BERKLEY CROSS-LOK® SNAPS and BALL BEARING SWIVELS



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Cross-Lok snaps offer a unique wire over wire lock that assures added security and extra fish fighting strength.

**Berkley's Extra Strong Ball Bearing Swivels**

Here's the key to minimizing line twist and assuring more life-like lure action while maintaining an extra strong connection between line and leader. These Berkley swivels boast up to seven stainless steel ball bearings to assure super smooth rotation fish after fish.

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If you fish Berkley Cross-Lok snaps or snap/swivels and are not satisfied that they are the strongest and most dependable made—you may return them to Berkley with proof of purchase for a full refund.

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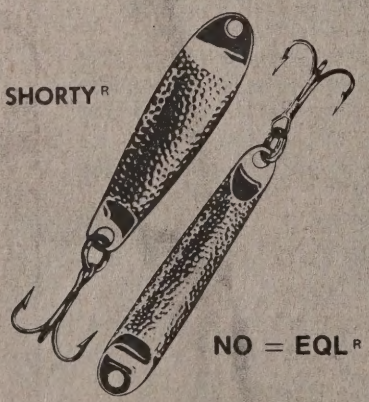


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than a charter craft, he'll find a wide selection at the show.

Fishermen are in for a great surprise when Bob Pond, designer and inventor of the famous Atom lures, among others, talks on his specialty—bluefish—and others. He tells us how to get 'em, where to get 'em, when to get 'em and everything else you ever wanted to know about bluefishing. Add in Newday's famous fishing and hunting writer, Nick Karas, who will present a program on "How to Catch Long Island's Saltwater Fishes," on Saturday evening and fishermen are in for a real treat. Nick will be at the show everyday to autograph his book "Guide to Saltwater Fishing in New York Waters." Sportsmen will be sure to want to meet him. Freshwater anglers will delight in the seminars that Jim Kenealy, outdoor writer, TV and radio personality will present. Jim, who has fished all over the U.S. will tell how to get the big ones, especially in the Adirondack north country. His presentations will be on Thursday and Saturday.

Yes, it's all there when the New York National Sportsmen's Expo brings the great outdoors indoors, at the Nassau Coliseum from January 25 through January 29. Hours for the show are: Wednesday and Thursday, Jan. 25 and 26—4PM to 10PM; Friday, January 27—1PM to 10PM; Saturday, Jan. 28—10AM to 10PM and Sunday, Jan. 29—Noon to 7PM.

Admission for adults is $4 and children under 12 years $1.75. Little tots under six-years-old are admitted free. Bring the entire family and give them a little insight at what the great outdoors has to offer. See ya there!

### FREE BASIC BOATING COURSE IN ISLIP AND N. BABYLON

The Great South Bay Power Squadron, a member unit of the United States Power Squadrons, will conduct two free 11-week basic boating courses. One will be held in Islip and the other in North Babylon.

The Islip classes will be held from 8PM to 10PM every Tuesday evening starting **January 31st** in the Islip Junior High School Cafeteria, located on Montauk Highway. Registration will take place on January 26th from 7:30 PM to 9PM at the Islip High School.

The North Babylon classes will be held in the North Babylon High School (yellow cafeteria) located on Deer Park Avenue. Classes will be from 8PM to 10PM every Monday evening starting **February 6th**. Registration will take place at the High School on January 30th and 31st from 7:30 PM to 9 PM.

Registrations will also be accepted on the evenings of the first class. These courses are offered free; however, there will be a nominal charge for text book and navigation material.

These basic boating courses will include U.S. Coast Guard Safety Regulations, rules of the road, aids to navigation, basic piloting and use of charts among many other topics.

Upon passing the final examination, participants will receive safe boating certificates, which many marine insurance carriers honor for a reduction in premiums.

The United States Power Squadrons are dedicated to bringing about safe boating on our waters through education of all boaters in the safe handling and navigation of both sail and power boats.

For further information, please contact Bob Kirshbaum at 587-6739.

### PUBLIC BOATING COURSE IN ST. JAMES

Smithtown Bay Power Squadron will offer the Public Boating Course at the Nesaquake Intermediate School, Edgewood Ave., St. James. The course lasts for 10 weeks and covers basic Seamanship, Navigational Aids, Rules of the Road, and basic Piloting with chart work. Registration will be January 17, 1984, at 8PM.

For additional information contact Course Chairman, Richard Tepedino at 724-3699 or Richard Kopp, Squadron Education Officer at 265-5676.

### $1000 REWARD FROM BERKLEY FOR RECORD FISH

How do you catch a $1000 fish? It's easy; you spool up with Trilene® fishing line and go out and break an IGFA record.

The International Game Fish Association (IGFA) maintains tackle and line class records for all popular freshwater and saltwater game fish. This includes fish like bullhead, carp, gar and drum along with the more popular species. IGFA keeps records for fish caught on various test lines and for all-tackle categories. Because IGFA recently expanded its record system, there's currently no record for many species. Any fish over one pound (.453 kg) is eligible for new record status.

Berkley & Co., maker of Trilene premium fishing line, has begun a program offering $1000 to any fisherman who breaks an IGFA record on Trilene line. This award applies to any record fish caught on Trilene between July 1, 1983 and December 31, 1984. The $1000 reward will be given for any IGFA line class or all tackle record in either freshwater or saltwater caught on standard tackle. Fly rod categories are not eligible.

Why is Berkley initiating this award program? One reason is that Berkley has just introduced Trilene XT World Record Line. It has Trilene's extra strong, super tough characteristics, but it's designed to meet IGFA standards. Each spool of Trilene XT World Record line lists not only the standard pound test weight, but it also lists the IGFA classification for which the line is suited. Fishermen not seeking records, but wanting the same weight line they've always used should choose their line according to the pound test. Those seeking to set a specific line class record should

Once again, SI-TEX leads the way in the advancement of modern marine electronics with the introduction of the SI-TEX/KODEN Model 760 full-function, dual automatic Loran C receiver. A high-performance, low price "booksize" system that has virtually all the operating features of the most expensive Loran C receivers you can buy. Features like: present position displayed in time differences (TD's) or latitude and longitude coordinates, built-in ComPuNav course computer, alternating displays of course navigation data, 8 instant-position memories to store those fishing "hot spots," 50 waypoints, non-volatile memory, automatic waypoint sequencing, 4 levels of speed averaging plus arrival alarm and anchor watch.

Designed for world-wide use, the 760 operates off 12-38 VDC power and has 3 automatic notch filters tuneable to any frequency up to 255 kHz. A fourth filter is pre-set at factory.

ComPuNav steering can be programmed in either TD or Lat/Lon mode by simple keyboard entry. In the Lat/Lon mode, the 760 displays your bearing to waypoint in degrees, your cross track error in hundredths of a mile, distance to go in nautical miles, vessel's heading in degrees, time to go in hours and minutes and speed over the bottom in knots. Additional secondary phase factors (ASF) and magnetic compass variations can be entered manually for even greater accuracy.

Housed in a small "booksize" case, the Model 760 is designed for boats where helm space is at a premium. It can put a wealth of navigation data at your fingertips no matter what size boat you have.

For a full-color brochure and the names of your nearest SI-TEX dealers write SI-TEX, P.O. Box 6700, Clearwater, Florida 33518.

# New full-function Loran C in small 'booksize' case. With built-in ComPuNav.

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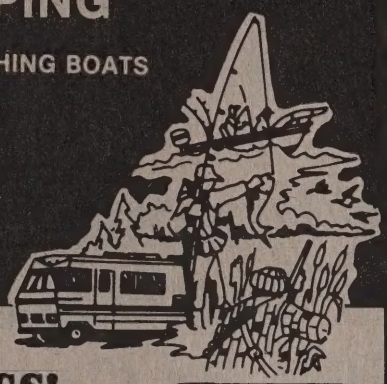
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MERCURY OUTBOARDS

choose line according to the IGFA class designation, which is listed on the package immediately below the pound test.

Berkley is still manufacturing a super strong, abrasion resistant line, but they've combined laser controls and micro-computer technology to precisely maintain strict line tolerances. This assures that Trilene XT World Record lines, as listed, meets IGFA classes designations while maintaining its standard strength characteristics.

Should you catch a potential record you should take these few precautions. Take legible photos which show the full length of the fish, a photo of yourself with the fish, the rod and reel used and the scale used to weigh the fish. Photographs must be legible enough to permit species identification. An additional photo of the fish on the scale with the weight visible will help expedite the IGFA application. Save 50 feet of the line and the complete leader (if any). These items must be included with an IGFA application.

Many record fish are caught each year by casual anglers. If you catch a potential record you may obtain IGFA rules and regulations by sending $1 with your request to: The International Game Fish Association, 3000 East Las Olas Blvd., Fort Lauderdale, FL 33316.

For details on Trilene XT World Record line and the specifics on Berkley's World Record Program write to "$1000 World Record Program," Berkley and Company, Inc. Trilene Drive, Spirit Lake, IA 51360 Attn: Duane Kolar.

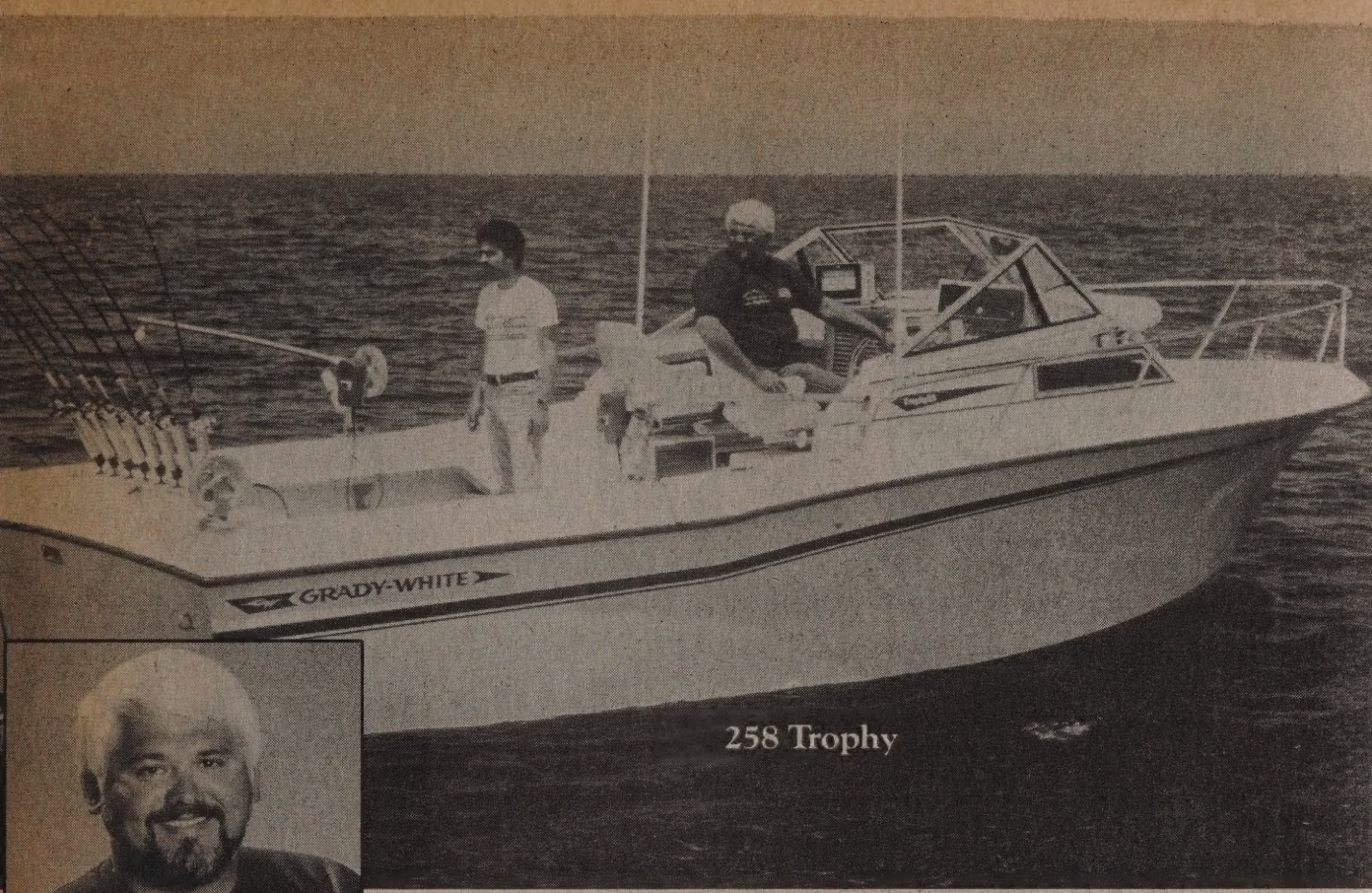
### SCIENTIFIC ANGLERS/3M SPORTSMAN'S VIDEO TAPES AVAILABLE FROM MERRICK TACKLE

Discover the techniques America's top fishermen use to catch fish—big fish—consistently. See these experts in the privacy of your own home or in the company of friends at a club meeting or gathering via the "Sportsman's Video Collection" from Scientific Anglers/3M.

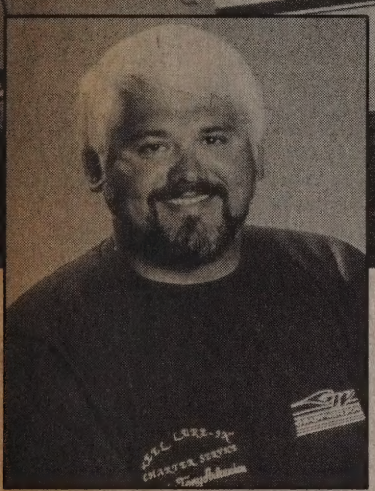
Each video tape is like a private fishing lesson, packed with information you'll want to see again and again. Learn the fly tying and fishing secrets of Gary Borger, and bass fishing tips from Homer Circle, Al Lindner, Roland Martin, Ricky Clunn and Glen Lau.

Fly fishing subjects include: how to fish nymphs, taking trout on dry flies and streamers, tying trout flies, and fishing the dry fly. Tapes on bass fishing cover the life cycle of large-mouth bass, best methods for locating and catching smallmouth bass, techniques for catching bass where it's hard to fish, top-water techniques, and a look at when and why bass strike or feed.

They say that smarter fishermen catch more fish. Now is the chance to get smart and get fish. Tapes are from 30 minutes to one hour long, and are




When Capt. Tony Arlauckas bought a new 25-foot Trophy, he kept his 22-foot Grady-White as an additional charter boat.



Capt. Tony "Mike" Arlauckas, Reel Lure-in' Charter Service, Rochester, N.Y.

## *"As a charter captain, I look for safety and fishability, that's why I own two Grady-Whites."*

*"If my charter customers don't have a good time and catch fish, I don't eat. That's why I own two Grady-Whites.*

*Lake Ontario can be mean. But my clients feel safe in either of my Grady-Whites. They're smooth, dry and stable. Even in rough, choppy weather. They're tough!*

*Every bit of available space is used for practical fishing features like big fish boxes, rod storage and dry storage. There's even a bait rigging area with a sink and running water in the cockpit of my Trophy 25. And, there's plenty of lockable storage all around the cockpit and in the cabins. That's important when you have to keep $4000 worth of tackle and gear on board.*

*Since fishing on Lake Ontario is becoming more and more popular, my boats are a big attraction. When people ask what type of boats they are, I take them aboard and start showing them things like built-in 300 quart, insulated boxes, bait rigging stations, aft bait boxes and the like, then they know. Grady-Whites are built for fishing.*

*One day, if things work out, I'm going to have a whole fleet of Grady-Whites."*

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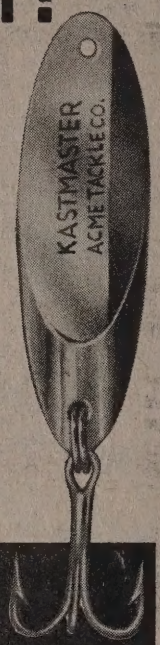


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### SAILING COURSE AT LONG RIVER MIDDLE SCHOOL

Flotilla 17-12 U.S. Coast Guard Auxiliary will give a 12-lesson sailing instruction course beginning Wednesday, January 11, 1984 at the Long River Middle School, which is located behind the Prospect, CT Town Hall. Classes will take place from 7 to 9 PM, continuing on Wednesday evenings.

The course is free, except for materials. For further information, please call 272-3026 or 754-8092.

### 3M BOOK DESCRIBES FLY FISHING IN SALTWATER

The first time you stand on a shoreline rock or the deck of a pitching boat with a fly rod in your hand, looking over the vast expanse of a heaving sea, you have to wonder if it really makes any sense to cast into it.

The size, power, beauty and mystery of the ocean seem almost too awesome to approach with a fly rod, fly line, light tippet and half a handful of fur and feathers.

While the mystery always will be there, there is no longer any reason to be intimidated by the thought of casting a fly into the ocean. It is a form of angling that is becoming more popular every year.

**Fly Fishing in Saltwater** by Scientific Anglers/3M is designed to offer you a comprehensive easy-to-understand fly fishing strategy for this fast growing sport.

This 64-page illustrated publication shares with you the experiences and knowledge of many of the nation's leading saltwater fly fishermen. From the East Coast to the Caribbean, from Mexico to the Northwest, the authors cover all the major saltwater fly fishing species and tactics for catching them on a fly.

Where and when to get in on some exciting, fun-filled fishing for that speedy gray ghost of the flat—the bonefish—is covered by writer Bob Stearns. A Florida resident, Bob knows the Keys as well as most of us know the streets in our hometown.

Lefty Kreh, known far and wide for his angling expertise, presents a simplified system for making up leaders and connections for a wide variety of fishing situations, while Mark Sosin, co-author with Lefty of the book, "Practical Fishing Knots," tells how to seduce the wide-range seatrout and how to take on one of saltwater's more formidable adversaries, the barracuda.

Casting flies to redfish, or channel bass as they're also called, a species overlooked by many long rod anglers, is a challenge presented here by still another widely-known fishing expert, Charlie Waterman.

Joe Reynolds, an award-winning Maryland writer, describes the explosive action you can enjoy when fishing the surface for battling bluefish. Unbelievable tarpon fishing in Costa Rica, coho salmon in Puget Sound, yellowtail and dolphin off Baja, cost-free canal fishing in Florida, rockfishing in the Northwest, super flies, how to fight and land big fish—you'll find them all in Scientific Anglers' "Fly Fishing in Saltwater."

To order your copy of **Fly Fishing in Saltwater**, send $2.75 to: Scientific Anglers/3M, 3M Center, Bldg. 223-3S-03, St. Paul, MN 55144 or check your local tackle shop.

In addition to this publication, Scientific Anglers/3M also publishes three other fly fishing titles. **Fly Fishing for Trout** ($2.75), **Fly Fishing Made Easy** ($2.75), and **Fly Fishing for Bass and Panfish** ($2.75) are designed to increase your fly fishing fun and success.

### NEW SLATE OF OFFICERS NICK'S POINT TUNA CLUB

The officers are as follows: President—Robert Abatemarco; Vice Pres—George Kunnmann; Sec'y—Ralph Drews; Treas—George Santry; Tournament Com—John Demeno; Boating Comm—Ed Bing; and Membership—Jake Mandel.

### POSTMAN WINS $50,000 IN GARCIA CONTEST

A New Jersey letter carrier has won the $50,000 grand prize in Garcia's Match and Win Sweepstakes second chance drawing. Company officials presented the check to Wade Glisson, 35, Atlantic Highlands, at an informal ceremony recently.

After the initial telephone notification, Glisson was a bit skeptical. "I couldn't believe it. Several of my friends knew that I received a letter in June saying I might be eligible for a major prize. I was afraid one of them was playing a practical joke!"

Glisson overcame great odds, said John Brett, Garcia promotions manager, who assured him the award was valid. "There were more than 600,000 entries, and 140 entries were picked to be part of the grand prize drawing," states Brett.

Glisson, his wife, Margie, and their two sons, Wade Jr., 8 and Curt, 2, have specific plans for their winnings. "We're going to have a very nice Christmas this year, pay some bills and fix up the house," Mrs. Glisson says.

Glisson and young Wade are both avid fishermen and believe that their monthly copy of Field & Stream magazine brought the news of the contest. Glisson wrote for an entry form, which later was the winning pick.

The Garcia Million Dollar Reward Contest and the related Match and Win Sweeptstakes have generated much attention for the Metropolitan Area. The national Million Dollar Reward Contest, which ran from September 1, 1982, to August 31, 1983, offered four prizes of $250,000 each to anglers breaking an all-tackle world record in any of four fish

categories. A New Jersey man was the only winner.

Last February, Albert McReynolds, an unemployed teamster from Atlantic City, won $250,000 for breaking the striped bass record with a catch of a 78½ pounder off a jetty near the city. The fishing tackle dealer who registered McReynolds for the contest received a check for $25,000.

New Jersey residents have captured the entire contest payout of $325,000, said Brett. "They certainly beat all odds, since Garcia's headquarters are also located in the state," he notes.

Glisson now enters contests as a hobby. "Since we received the early notification in June, I've been spending a few evenings each week entering other contests, and I really take them seriously."

Garcia, a leading manufacturer of fishing tackle, developed the contest to promote the number of world records currently held on their equipment. "More world records are held on Garcia equipment than on any other manufacturer's," Brett says.

For more information, write ABU-Garcia Inc., 21 Law Drive, Fairfield, N.J. 07006.

### BOATING SKILLS COURSE AT GATEWAY

A 16-lesson course in Boating Skills and Seamanship sponsored by Flotilla 11-7 U.S.C.G. Auxiliary will be given at Gateway National Park-Floyd Bennett Field, Brooklyn, NY, Building #1. Course starts on January 16, 1984.

For information, call Andy Russo at (212) 232-3511.

### BOATING SAFETY COURSE IN BROOKLYN

The U.S. Coast Guard Auxiliary, Sheepshead Bay Flotilla 11-6, will present a 16-week Boating Course beginning January 11, 1984 at the Sheepshead Bay High School, 3000 Avenue X, Room 097, Brooklyn, New York. The class will meet on Wednesdays from 7:30 to 9:30 PM.

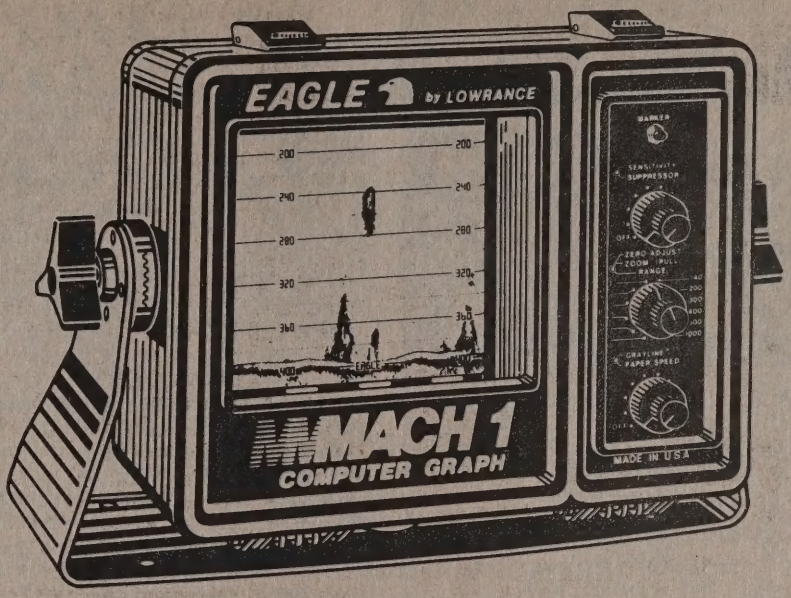
The course will cover such topics as boating skills and seamanship, marine radiotelephone, weather and marine engines. In addition, the course will present a comprehensive series of lectures and hands-on demonstrations on coastal piloting, including Loran C.

The course is offered free to everyone. There is a nominal fee to cover the cost of books, piloting tools, chart and other hand-out materials appropriate to the subjects presented.

Upon the successful completion of the course, an official certificate will be issued which may entitle the boatowner to a discount on his marine insurance.

To reserve your seat in this course and for further information, call or write: Hal Grotefendt, Public Education Officer, 3030 Emmons Avenue, Brooklyn, NY 11235, (212) 519-2877 between 10AM and 4PM; and (212) 769-9311 after 7PM.


THE DIFFERENCE IS PERFECTLY CLEAR.




# Eagle Mach 1

## Computer Graph Recorder

The new Eagle Mach 1 prints the clearest picture of any graph recorder. Period. It'll show you details you've never seen before. Look at these features:

- Adjustable Sensitivity, Suppression, Paper Speed and Grayline Controls
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EAGLE

***Let an Eagle representative show you all about the new Eagle Mach 1, plus the whole line of Eagle products, at the following show:***

**New York Boat Show**
January 13-22

If you can't come see us at these shows, mail us this coupon and we'll send you information on the complete line of Eagle products.

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We will be introducing a new line of SEA ISLE CUSTOM GRAPHITE RODS along with our regular line of world renowned custom rods from Ultra-Light to Unlimited, Straight or Bent Butts, Gulfstream Chairs, Lee Fighting Chairs, Lee Outriggers, Sea Isle Custom Glass Outriggers, Sea Isle Custom Gin Poles & Big Game Rigging

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# The Captain's Table:

# WHITING MARSEILLAISE

## by Eileen Regina

Our whiting is an easy fish. Andy says that they're easy to catch and I know they are easy to cook. Andy also says that the whiting (silver hake) is easy to clean, perhaps the easiest of all in this respect, and millions of people know how easy they are to eat. They are also an abundant fish, showing up in vast schools at times that virtually blanket the ocean bottom. This fact, plus their desirability as table fare makes them prime targets for the commercial men too, and they find it relatively easy to fill their holds in short order. This makes it easy on the pocketbook then, because the market price of an abundant local species is far less than the cost of out-of-season fish or those that must be shipped in from distant ports.

Usually our season runs from autumn through spring, with a lull during the severest part of the winter that could be attributed to impossible weather rather than lack of fish. I know that at times my roving, rotund angler returns from one of his cod trips loaded down with whiting, saying that it is more difficult to NOT catch too many, than to get 'em by the sackful. This might be one of the very few times that he does bring home a lot of fish, in comparison to other species, because of the eager acceptance it is greeted with by both of our families. Everybody wants them and it is no problem to distribute a few dozen, especially when they are cleaned and pan ready, which is the way that Andy bring almost all of his fish home, almost all of the time. Furthermore, when dressing his whiting, my chubby cherub reaches way back along the fish's triangular-shaped spinal structure and pinches off most of the bone, resulting in an almost-boneless, ready-to-cook fish that becomes a flaky-white, delicate treat in little or no time at all, that can be prepared in countless ways.

Mostly, we like pan-fried whiting, which are a treat even when eaten cold, out of the fridge, as a snack. Today's recipe is simply pan fried whiting, made fancy a bit with a few additional ingredients and a French handle. It could also be called "Pan-fried whiting with red wine," but that's too much to type, so I call it, simply: **Whiting Marseillaise.**

**Ingredients (Serves 4)**
4 whiting fillets, about 2 lbs. (cut into serving pieces)
2 tbs. olive oil
1/4 cup minced onion
1 tbs. flour
1 cup dry red wine (a California burgundy goes well here)
3/4 cup bottled clam juice (fresh is preferable but not mandatory)
salt & pepper to taste
Cayenne pepper or Tabasco sauce to taste
2 cloves garlic, minced
1/2 tsp tarragon
1/2 tsp marjoram
1 pinch of thyme
1 small bay leaf
2 tbs minced parsley
1 tbs tomato paste
1 tbs capers
1/2 cup flour
1/4 cup olive oil
(Flour and olive oil repetition is no error, but needed twice in recipe.)

In a saucepan, heat 2 tbs. oil. Add minced onions and saute until they are a light golden brown. Stir in 1 tbs. flour and cook for 1 min. While stirring, add wine and clam juice. Bring this to simmer; then add salt, pepper, garlic, cayenne, marjoram, thyme, tarragon, parsley, bay leaf, capers and, finally, tomato paste. Blend well and cook gently for about 30 mins. or 1/2 hr., whichever comes first, until the sauce is reduced to a little more than 1 cup.

Dust fish with the flour (here's where the 1/2 cup comes in). In a skillet, heat 1/4 cup olive oil (see?) and saute fish in hot oil till it gets browned on both sides. A nice, deep tan should mean fish is done, but not overcooked. Remove fish and drain on paper towels, then place on platter, spoon on sauce, garnish with lemon slices and parsley sprigs, and serve immediately, as piping hot as possible.

The usual vegetables complement this dish very well, but I like to serve broccoli florets and tiny, fresh from the can, whole parsleyed potatoes, or corn on the cob. Nice fresh, crusty French or Italian bread and a crisp green salad blend well here, and for a surprise treat, try sipping some of that burgundy you used above, chilled and served in a delicate wine goblet.

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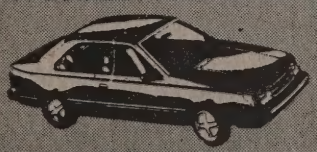

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# • ELECTRONICS DOCTOR •
# Flashers, Recorders, Lorans

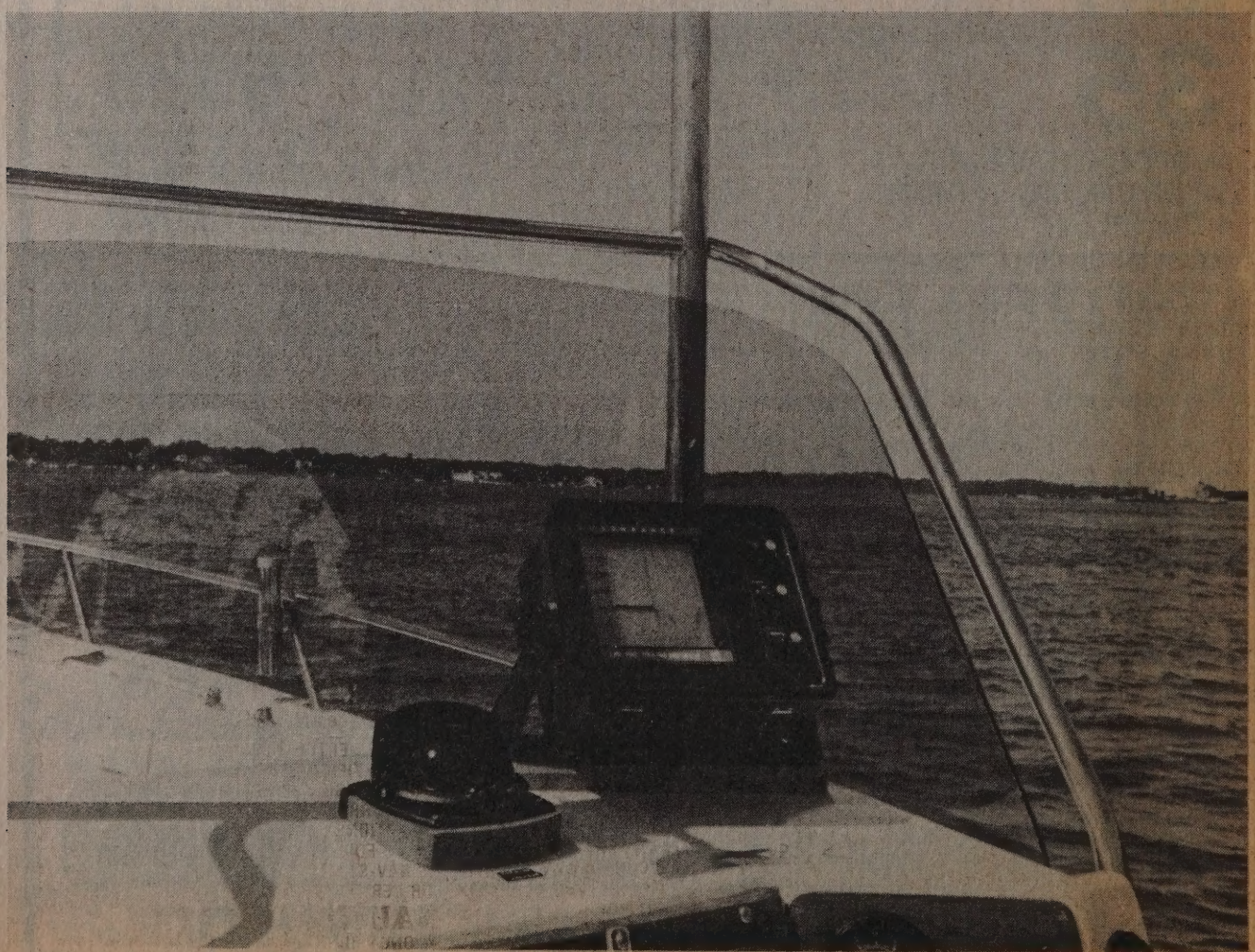
## *by Stan Berger*

**Q.** I'm trying to decide whether to buy a flasher or a graph recorder; which do you recommend?

**A.** Both are made for a specific purpose. A flasher is best used to give you the depth at your present location and it is possible to locate objects underwater with them. However, a graph recorder can not only find objects underwater, but can help you identify the objects, such as wrecks, reefs and the natural underwater terrain that normally harbor the fish you are after. If you can't make a decision, it would be best to purchase a combination flasher/recorder. This selection gives you the best of both worlds. The flasher can be used as a depth indicator and for navigation in shallow waters while the recorder can be used to locate and identify fish.

**Q.** I recently installed a Loran on my Grady White but I don't get reliable signals. Someone told me to install a ground plate. Will this help?

**A.** Adding a ground plate can help immensely. All Loran units should be installed with some type of RF ground. If you have no ground at the present time I recommend that you waste no time in installing one. The poor signal conditions you speak of can be caused by several things. It is possible that you are getting some interference from another piece of equipment aboard or that the ignition system is noisy and is the cause of the problem. To find out, follow these instructions: turn your Loran on and permit it to acquire signals with nothing else on the boat in the "on" position. Check the SNR, signal to noise ratio, and write down the number displayed. Now start your engines and run them at cruising RPMs. If the SNR decreases by more than 10 percent, you need to filter the noise that is being caused by the alternator. There are filters available from your local marine electronics shops for this special application. If the SNR is not affected by the engine, then turn on each piece of equipment and repeat the process of checking the SNR as each piece of equipment is turned on. After the specific problem is located, you can proceed to filter



**Graph recorders provide a decided advantage over flashers for the serious angler.**

out the undesirable noise at the source. Again, special filters are available.

**Q.** I'm purchasing a new boat this winter and want some information concerning where to install the antennas for the Loran and the VHF radio. Is there a recommended position or distance apart?

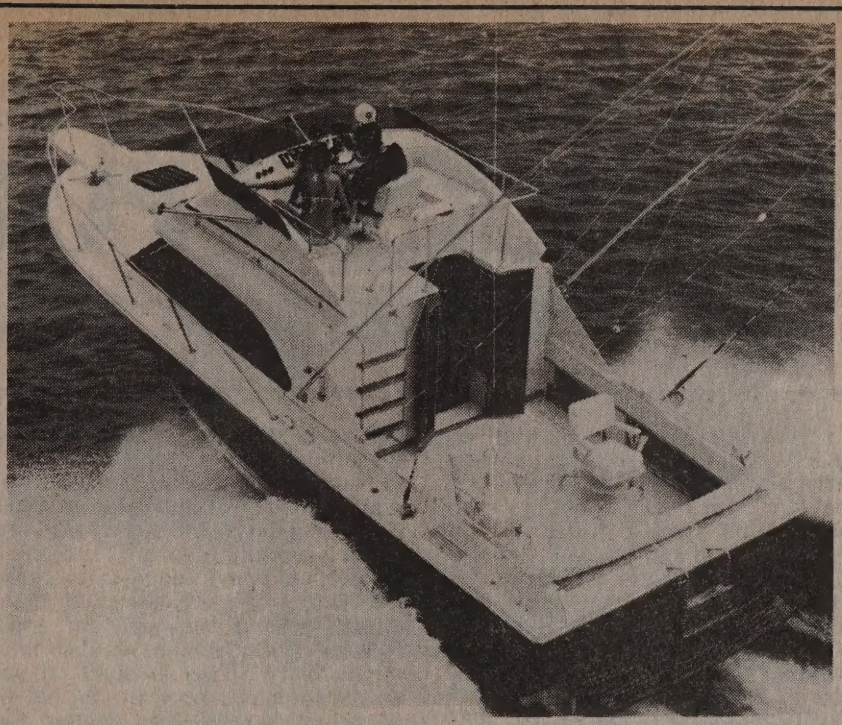
**A.** It would have been a great deal easier to answer this question if you had told me what type of boat you are buying. However, to answer your question in general terms is the best I can do. Most manufacturers recommend that the Loran antenna and the VHF antenna be installed as high as possible. The formula for installing a Loran antenna is 10 feet of separation between the antenna and any transmitting antenna. This 10-foot separation is based upon 100 watt output of the transmitter. Therefore, your VHF has a legal output of 25 watts and requires only a 2½ foot separation. I recommend that you install both antennas with at least a five foot separation to be safe. As to the height, if you can't clear the structure of the cabin or console, use an extension pole. These extension poles or masts are available at most electronics dealers.

**Q.** I have a 23 foot center console. My VHF radio will not transmit very far with the standard antenna. Is there a longer or more powerful antenna that will transmit more than a few miles?

**A.** First, you should determine that your VHF radio is putting out the full 25 watts that it is designed to transmit. The radio may need to be peaked by your local technician or it is quite possible that your existing antenna is defective. A quick and easy way to find out is to install the radio temporarily on a friend's boat that is able to talk the distance you desire. If you see an immediate improvement, chances are that your antenna needs to be replaced. As to more powerful antennas, there are antennas with more gain than the standard antenna you are using. These can improve your radiated power output and permit you to talk greater distances. This is not always the answer to the problem, however. If your receiver is down and in need of tuning, the ability to talk further not will mean that you will be able to receive from a greater distance. Again, I recommend that you have the radio checked.

**Q.** Whenever I talk on my VHF radio, my Loran stops displaying numbers. What causes this and how can I fix it?

**A.** Your transmitting antenna for the VHF radio antenna is located too close to your receiving antenna for the Loran. This causes the Loran antenna to be overloaded by the VHF transmitter. Give them more separation. It could also be that the VHF is on the same DC power cable as the Loran received. If the cable is not large enough to carry boat loads at the same time, the VHF is drawing all of the power. Look for a short in the VHF when transmitting or put the Loran on a separate power input.

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# JIGGING ROD FOR COD AND POLLOCK

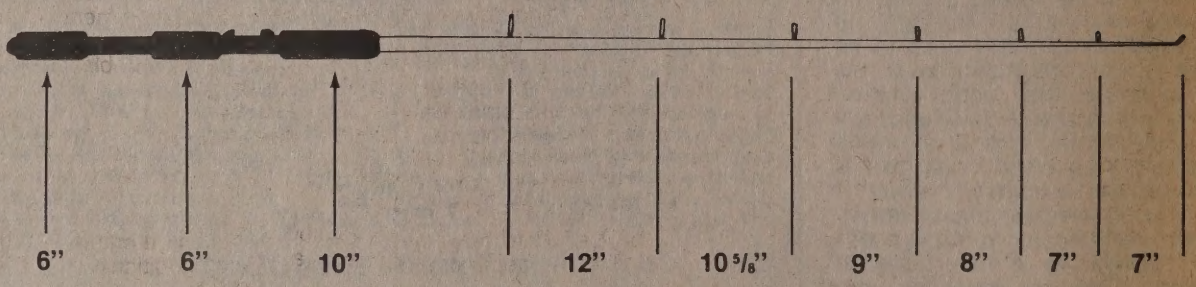
## by Dave Arbeitman & Grant Toman

As the mercury drops into the freezing and sub-freezing numbers, most fishermen go into hibernation, but not all of them. There are many among the fishing fraternity who rejoice this time of the year: they are the cod and pollock fishermen. Cod and pollock are cold water fish, most often caught in waters anywhere from 60 to 300 feet deep. In New England waters, they can be caught year-round. We've fished for them in Boothbay Harbor, Maine in June, Provincetown, Mass. in August; Montauk Point, New York from April through November, and Point Pleasant, New Jersey from November through March. We fish all of the above areas with the same rod, a tribute to the rod's adaptability and versatility.

The blank that we build our cod and pollock rods on is the Dynaflex 0908. The blank is hollow fiberglass, and uncut it is nine feet long. This blank is actually a heavy duty surf blank. Many rod builders use this blank when building their custom shark rods; so it is definitely a well-built, strong blank. The rod won't let you down when you hook up to that 60 pound cod you've been waiting for. We've found that the rod works the best when it is tip cut 5½ inches. This gives you a #22 tube size and will allow you to effectively fish jigs up to 24 ounces and bait fish with up to 24 ounces of lead.

At this point, your blank is slightly over 8½ feet long. The majority of our customers prefer this length; however, your rod should be designed around your specific needs. If the length is too long, then butt cut the blank to your desired length. The specifications used for this rod are based upon an 8½ foot rod.

We've selected the Aftco ARM 3M reel seat for this rod. It is an anodized aluminum reel seat featuring machined hoods, rather than stamped hoods. This combination makes it both lightweight and extremely strong. There are several other fine reel seats available, but we feel this reel seat works out the best on this rod. The reel seat is available in three




## ★★★ OPTIONS ★★★

### ALTERNATE BLANKS

Dynaflex 3084—Fiberglass
Dynaflex 5084—Fiberglass
Fenwick 8430—Fiberglass
Fenwick 8450—Fiberglass
Fisher 8708—Graphite

### ALTERNATE GRIP MATERIAL

Cork or Mouseskin

### ALTERNATE REEL SEATS

Varmac NF 3H

Varmac RS 3H—2 piece locking ferrule, for 2 piece rod

### ALTERNATE GUIDES

Fuji DSG—Silicon Carbide
Mildrum ME—Carboloy

If you are planning to build a Cod and Pollock Rod with an alternate blank, remember that the guide spacing provided here is only for the Dynaflex 0908. Guide spacings are not interchangeable from blank to blank. We will be glad to help you with any rod building problems you many have. Just drop us a line in care of The Fisherman Magazine.

colors: silver, black, and black with gold hoods and locking nuts.

There are several different types of grip materials on the market today, but we recommend using Veltex for the grips on your cod rod. It is a synthetic neoprene grip that is both light and durable. At this time, Veltex is only available in black. Veltex is one of the easiest grip materials to taper and shape with sandpaper. It is firm in texture and easy on your hands. This combination makes it easy to hold onto; it's not too hard, too slippery, or too soft. You can wear gloves and not have your rod slip through your fingers.

We build these cod rods with a 20 inch butt. This may seem a little long, but it has several advantages. If you are lifting a decent size cod or pollock over the rail without the aid of a gaff, this longer butt is very helpful. All you have to do is grab the rear grip and foregrip for better leverage and swing the fish over. This length also helps when you are jigging these fish in deep water with heavy jigs. Hold the rod by the foregrip and rear grip. This added leverage will help you work your jig without "wearing out" your arms. We take a 12 inch Veltex trolling grip and cut it in half, making a butt section with split grips (see diagram). We like to use a 10 inch foregrip. This is a manageable length for this rod. It seems to be a good length for fighting, pumping, and lifting big fish. Finish off your butt section with either a PVC butt cap or a rubber crutch cap.

We've chosen the Fuji BNHG guides for the cod rod. This was a difficult decision because there are many fine choices to pick from. These guides have a one-piece stainless steel frame, parkerized black, with a nylon shock ring and aluminum oxide guide rings. These guides are very strong and relatively light in weight.

The rod is built with six guides plus a tiptop. The top is a Fuji BRHT 12-22. This is a #12 ring and a #22 tube size. It is actually a trolling rod top. The guides are as follows: 2-#12, 1-#16, 1-#20, 1-#25 and 1-#30. When measuring the guide spacing, always measure from the center of each guide ring to the center of the next. The guide spacing from the tip down is as follows: 7, 8, 9, 10-5/8 and 12 inches. If you build this rod shorter than 8½ feet long, use these guide spacings as a starting point. Tape the guides in place, and with your reel on the rod and the line through the guides and top, bend the rod. You might have to make some slight adjustments, if any at all. But definitely check the guide spacing before you wrap on your guides.

Now it's your turn. We've made our recommendations and suggestions for your cod and pollock rod. It's up to you to build your rod, get out there and catch some fish. There are many fine head and charter boats specializing in cod and pollock fishing from Cape May to Maine. They'll put you on the fish—all you have to do is catch them.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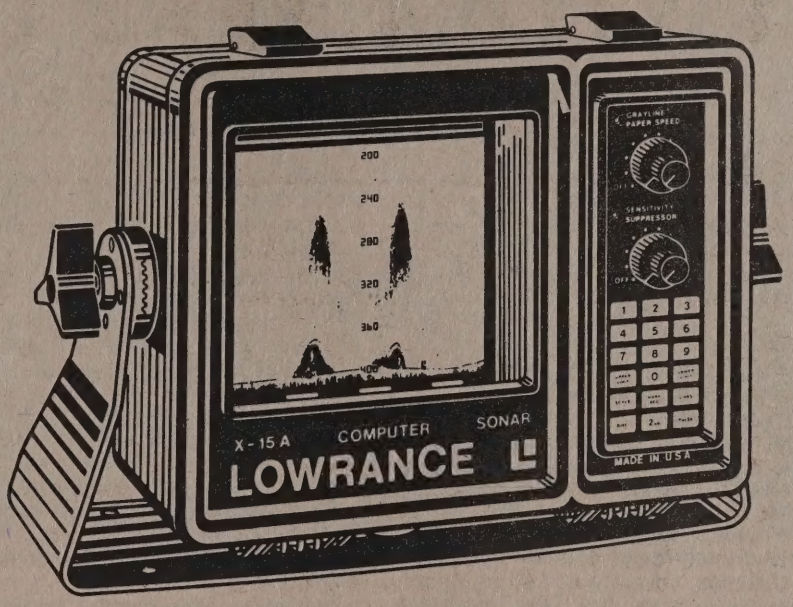


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# WHAT'S NEW IN OUTBOARDS FOR 1984

## by Gordon & Janet Groene

For the past few years, the trend has been to lighter engines and greater fuel efficiency. This year the accent continues to be on fuel economy, but without sacrificing convenience features and horsepower. The choices in smaller outboards, electrics, and sailboat power are better than ever. Yet, if fast is your bag, there are plenty of choices in mega-horse units, too.

For the first time you can get a truly practical alternator that will run all your boat's electrics, in a cruising outboard. Electric start is filtering down to the smaller engines. There are plenty of choices in economy-priced, non-name smaller outboards for canoes, inflatables, folding boats, and car-toppers. The other important trend is that there's been a settling down of the automatic oil-mixer systems to make them simpler and faster acting. The one minus point is that it's getting harder than ever to find breaker point ignition if you prefer it to sealed, non-repairable electronics.

**AquaBug:** This small independent company has been battling the outboard giants enduringly for years, and their competitive prices make them well worth a look. There are three models, ranging from the $200 AquaBug 120 (1.2 hp) weighing 13 pounds, to the 3 hp AquaBug 300 which sells for $350 and weighs 24 pounds. On the Superbug you'll get two different drive ratios, allowing you to troll at a higher RPM to prevent plug fouling. If you don't have a local dealer, write AquaBug at 100 Merrick Rd., Rockville Centre, New York 11570.

**Carniti Diesel:** This is a small importing firm, but they have been steadily and dependably in business for some years. If you want information on their 6 hp, 147 pound, air-cooled diesel outboard, write Pennsylvania Development Co., 3810 Crooked Run Rd., North Versailles, PA 15137.

**Evinrude:** The product line numbers 46 different models, so we just have room here for highlights. Among the changes for '84 are forged, one-piece crankshafts, a new epoxy-type paint coating on internal exhaust passages, a new 30 hp with electric start and tilt tube steering, and engine-mounted Variable Ratio Oiling which mixes oil into the gas at rates of 150:1 to 50:1, depending on the engine's needs. The new VROs (TM) add the oil closer to the point of use than last year's Economixers, assuring a quicker adjustment of the oil ratio.

On the V-6s, a 10-amp alternator is standard on the 150, and you get a 35-amp alternator with the 235. Thanks to a new, water-cooled regulator/rectifier you can now have the larger alternator to make optimum use of deep-cycle batteries.

All Evinrude V-4s this year use the same 90°, 99.6 cu. in. powerhead and your choice of 20 or 25 inch shaft lengths. For better corrosion resistance, electrical junction boxes are mounted under the engine cowl. This also allows another set of tilt/trim switches to be added on the engine in commercial models, for those skippers who want control right at the transom.

On the new 6 and 8, the hub/prop shaft is designed to cut fish line so the seal can't be damaged. Among the smaller engines, the 4 now has a neutral clutch position for added safety. Only the 2 hp is still direct drive.

Of special interest to tournament fishermen is the XP-150 which gives more gallop than ever from 150 horses. All performance-conscious boatmen will want to look at OMC's new Raker prop which is an option on Evinrude V-4s and V-6s.

**Gamefisher:** Don't overlook your neighborhood Sears store when you're shopping for an outboard.

**Yamaha's outboards are available in this country now with engines from 2 to 220 hp.**

**New this year is Johnson's 6 hp outboard with 10 cubic inch displacement and a 4-amp alternator.**

There's a full line of power plants at competitive Sears prices.

**Honda:** Still the only four-stroke gasoline engines available in the 7.5 and 9.9 hp class, Honda eliminates all worry about pre-mixing. On both sizes, a 60 watt, 12V charging system, oil pressure indicator light, fuel tank, tool kit, extra spark plug, and other spares are standard. Fishermen will like the pre-set trolling speed on the throttle control.

**Jet Stream:** We weren't able to get more information at press time, but this is a completely different sort of outboard which uses jet drive. No shaft or propeller are in the water, so you completely eliminate problems with weeds and snags. The bottom of the intake grill is mounted flush with the bottom of the boat, and propulsion is created by a jet of water coming out the back. Reverse results when a deflector is put in front of the jet. Conventional throttle and steering controls are used. Power rating is 130 pounds of thrust. A dealer network is being set up, but for now get further information from Surf-Jet, 715 Raymond Ave., St. Paul, MN 55114.

**Johnson:** Look for the name Johnson on 72 different outboards in 1984. There are 51 general use engines ranging in size from 2 to 235 horsepower. Like Evinrude, Johnson is now using VRO (Variable Ratio Oiling) which automatically adds oil at any rate from 50:1 to 150:1 for optimum lubrication according to engine speed. It's standard on all V-4 and V-6 models except the 2.5 GT V-6.

Although it was introduced in the past year, Johnson's White Heat tournament fishing 150 continues to be headline news. Added this year is VRO. New to the mid-range line, which already included a 9.9, 15, 25, and 35, is a 30 horse. All the two-cylinder compacts come standard with 4-amp alternators. Also completely new are an 8 hp and 6 hp, both with 10 cu. in. displacement and 4-amp alternators. Johnson's smallest kicker is a 2 hp which is available with a new, plastic, weedless prop.

**Mariner:** Although Mariner does not have a model year as such, they are talking now about their new oil injection system for their V-6 outboards. It's a mechanical pump, driven from the crankshaft, much like the simple, dependable system used by motorcycles for years. The oil tank, which can be removed from the boat for easy filling, holds enough oil for 150 gallons of gas.

Three Mariner models now have a new power trim system, for faster planing. The company claims five degrees more trim and 10 degrees more tilt than competing engines. They have also introduced a 4-cylinder 75 hp outboard and a 3-cylinder 60 hp model. Formerly a twin-cylinder engine, the 60 is all new under the cowl.

**Mercury:** Mercury's 1984 line-up ranges from the enormous 3.4 liter V-6 with a steerable servo-tab in place of the fixed trim tab which gives an effect like power steering, to a 2.2 hp which has a "telltale" stream of water so you can always see that the water pump is working. With 360 degree steering, however, this stream could be a problem when you're going in backwards. So try before you buy.

New power trim on models 75, 90, and 115 has a wider range (75 degrees) than competing outboards according to Merc spokesmen. This should mean faster acceleration to plane, a plus for water skiing, on all Mercs from 75 through the 3.4 liter.

**Seagull:** After 25 years as a standard favorite around the world, Seagull has come up with an all-new design. Our objection to Seagulls to power a yacht tender was always that they left an oily puddle no matter where they were set down. Now, with a proper cowl, the engine should be neater to live with. It was a recoil starter that put this evergreen engine on the map, and it's standard now on all models.

Choices range from the Featherweight, which weighs 32 pounds and gives 45 pounds of thrust (comparable to a 2 hp) to the Seagull 170 which weighs 58 pounds and delivers 170 pounds of thrust (roughly equivalent to 7.5 hp), with several models in-between.

**Yamaha:** Included in Yamaha's line are 2 hp and 8 hp manual start outboards, 30 hp and 40 hp electrics, 3-cylinder 50 hp and 90 hp, a 115 hp V-4 and a 220 hp V-6. Oil injection is available on many models, achieved through a sophisticated microcomputer. One especially good feature is the oil reservoir right in the engine cover. For more information, write Walker-Johnson Company, 13444 N. 32nd St., Phoenix AZ 85032.

Among those outboard manufacturers not heard from by press time are Chrysler Marine Division, 105 Marine Drive, Hartford, WI 53027; Eska, 2400 Kerper Blvd., Dubuque, IA 52001; Tohatsu, c/o Greater Gulf Marketing, 511 S.E. 32nd Ct., Fort Lauderdale, FL 33316; Cruise 'n Carry, 20710 S. Alameda St., Long Beach, CA 90810; Michi-Craft, 20000-19 Mile Rd., Big Rapids, MI 49307; and Mighty Mite, Colton Rd., Old Lyme, CT 06371. Write any of these for information and the name of your nearest dealer.

# TRIM TABS
## —Changes In Attitudes—
### *by Pete Barrett*

**They can change the ride of your boat, make it perform better and increase fuel economy.**

The attitude or angle of the boat as it rides along the waves changes with sea conditions, the positions of the people who ride with you, the number of fish you shove into the fish box and with the different engine RPMs. These changes often make your boat perform at less than peak performance, causing bone jarring rides, poor fuel consumption and sluggish performance.

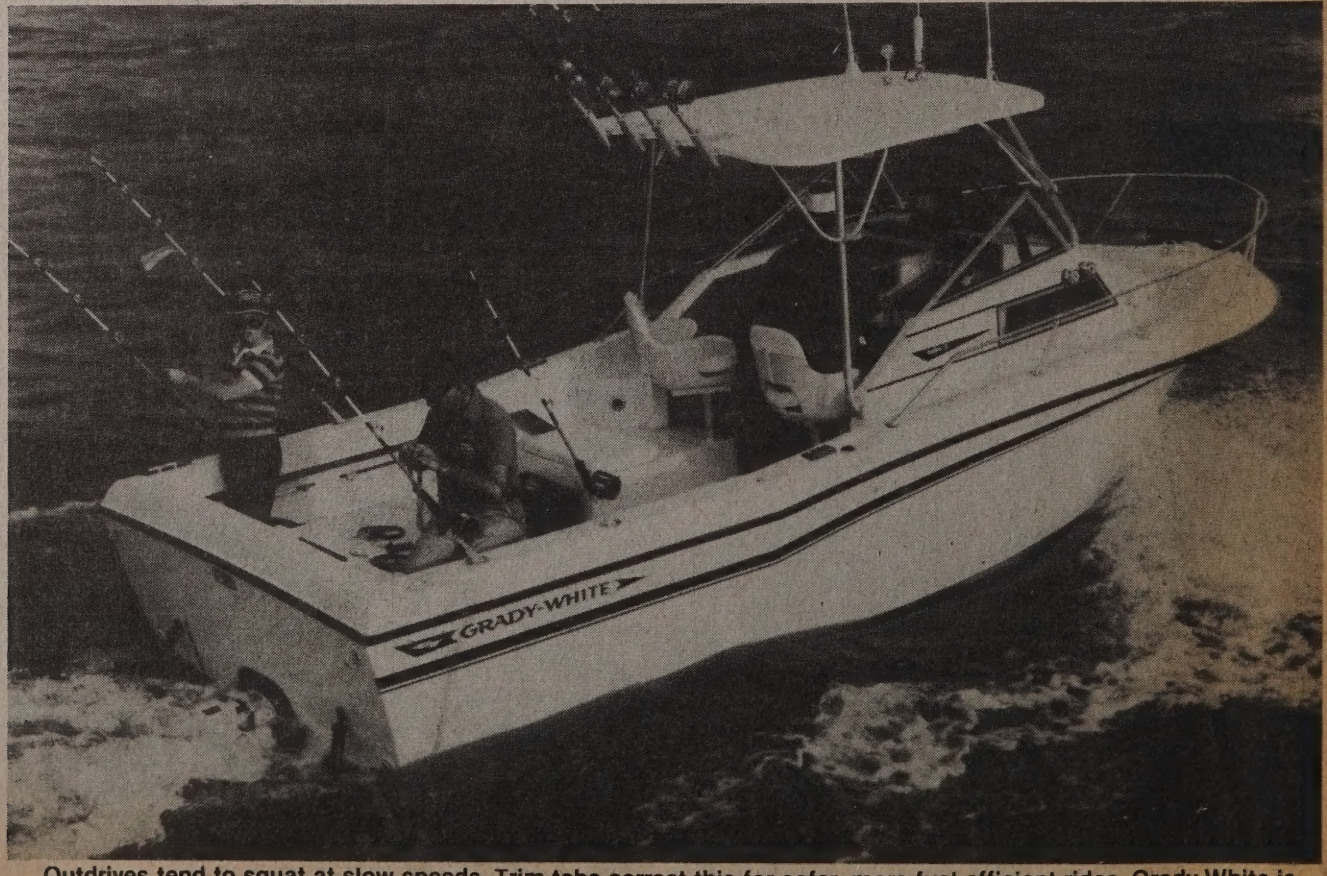
There is a way out of this predicament, though, and it is neither expensive nor difficult to add to your boat: the solution is a pair of trim tabs. Once thought to be cures for a badly designed boat, trim tab manufacturers like Blake Bennett of Bennett Marine have been slowly, but irreversibly changing the attitude of boat builders and boat owners as they plug away at the many benefits of trim tabs. According to Blake, "Every boat can benefit from trim tabs."

Many manufacturers, like Grady White, will echo that statement and even install them as factory options for knowledgeable buyers.

Other boat builders like Topaz, Luhrs, Bertram, Mako, and a host of others also offer tabs as options. Pete Furhman of Grady White summed it up at a recent trade show saying, "It is impossible for a manufacturer to anticipate everything a boat owner may do with his boat. We build Grady Whites to perform in most every sea, and with a typical loading of passengers, but all you need is a pair of bigeye tuna lying across the transom, or a windy day when everyone wants to sit off to one side of the center line and the boat will not perform properly. Our engineers know that trim tabs will correct this and we've been using them for a long time on our boats. They work superbly."

I had been thinking of trim tabs for my own boat, a 25 Mako, for over a year and at the start of last season I decided to have a pair of tabs installed. I've always kept accurate records of my boat's performance and fuel economy and when I compared the pre-tab fuel consumption to the consumption figures after the tabs were installed I was pleasantly surprised. The fuel savings actually paid for the cost of the trim tabs! Not only that but I had a dryer riding boat, and a better handling boat.

I chose the Bennett Marine trim tabs in an 18 inch width chord; the maximum I could install at the side of the twin Mercury 150s. To say I'm




**Outdrives tend to squat at slow speeds. Trim tabs correct this for safer, more fuel efficient rides. Grady-White is one manufacturer that installs tabs as a factory option.**

satisfied with the results is an understatement.

My fuel consumption improved from 14 gallons per hour at 4000 RPM cruising speeds to 12.5 gallons per hour. After 270 hours of running time (not counting trolling hours) I saved approximately 400 gallons of gasoline. Multiplied at a cost of $1.50 per gallon gives me a total savings of about $600 which did pay for the cost of the tabs.

How can trim tabs accomplish this? With ease. The tabs lift the stern eliminating a significant amount of water friction or drag on the hull, since less of the hull is then actually in the water. With less water drag the engines run at a slightly lower engine RPM to make the same or slightly increased speed.

The ride is usually softer since the lift at the stern forces the hull to ride in a more level attitude taking full advantage of the sharp entry angle of the hull to slice through rough seas.

The tabs are operated from the console or dash by a toggle switch or by a pair of switches placed side by side. There are marks indicating "bow up," "bow down" so you know which way to push the switches. The electrical signal operates a small hydraulic pump that pulls the tabs up or pushes them down. In the maximum down position, the bow will be pushed hard down, while in the up position the tabs will have no effect on the hull. Because the mechanism is based on the hydraulic/electric system, an infinite variety of positions can be produced within the range of the tab's full angle. They can be operated separately so if the boat leans to one side, you need only select the correct switch to push to level out the attitude of the hull.

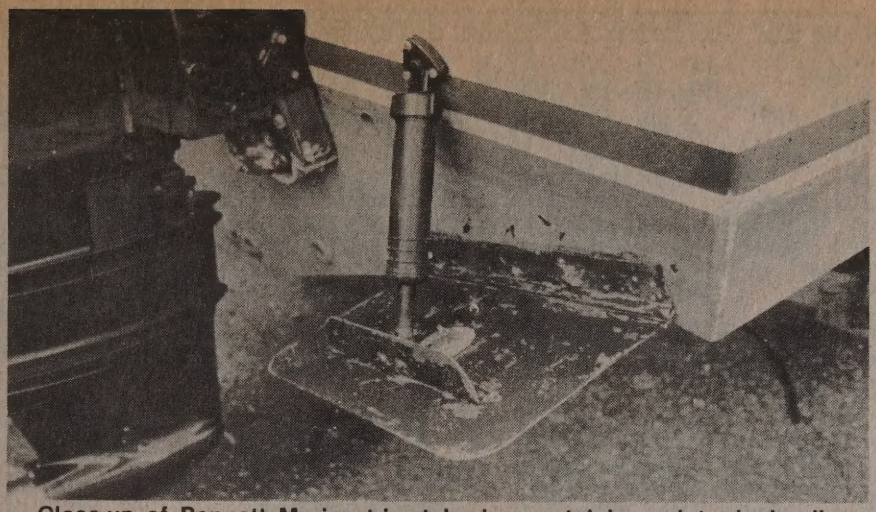
In actual operation, the trim tabs give the feeling of flying and indeed the principle is similar to the ailerons on a plane. Instead of flying **through** the air, we "fly" **on** the water, but the trim tab ailerons provide the ability to trim the angle of the ride over the water.

I found on my Mako that I could plane the hull at 300 RPMs less than without the tabs. My cruise speed increased from 28.5 knots at 4000 RPMs to 32 knots at the same RPMs and has been verified repeatedly with the use of my C-Master Loran which accurately calculates my speed between way points.

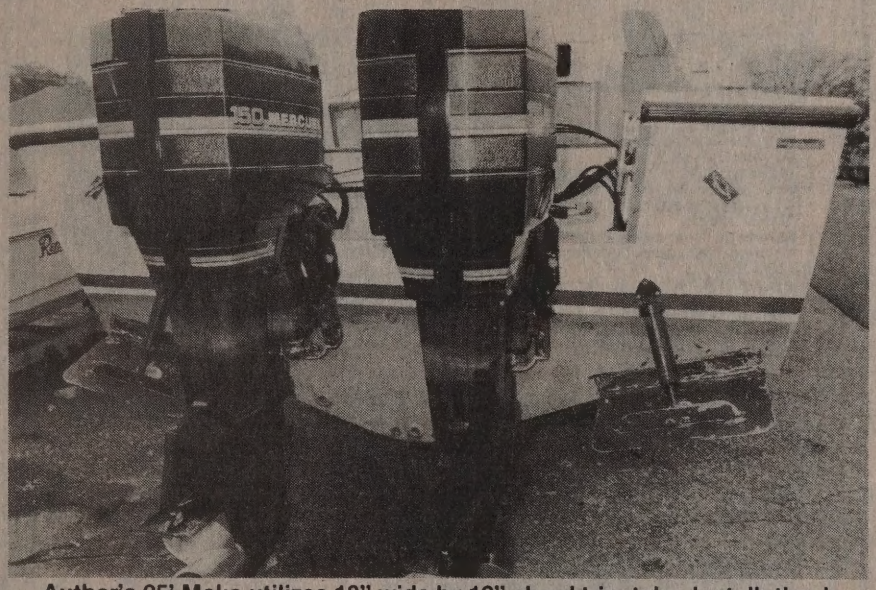
The ride is far better. My hull has a deep V and should ride super soft, but on days when a bad quartering wind sends spray into the boat, the passengers head for the dry side causing the hull to lean. It can lean so far that it no longer rides square on the V, but on one of the flat sides of the V and then the boat will pound. With trim tabs a press of the button brings the attitude back up to a level position and everyone is not only dry but riding comfortably.

These same quartering winds can drive you nuts when returning from a canyon run as slight spray continues

(Continued on next page.)



**Close-up of Bennett Marine trim tab shows stainless plate, hydraulic piston that pushes and pulls the plate to fine tune the ride.**




**Author's 25' Mako utilizes 18" wide by 12" chord trim tabs. Installation is maximum with twin Merc 150 outboards.**

## —THE MANUFACTURERS—

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## —RECOMMENDED SIZES—

| | |
|---|---|
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| 21' to 26', Outboard | 18" width, 8 or 12" chord |
| 18' to 25', Inboard | 18" width, 8 or 12" chord<br>24" width, 8 or 12" chord |
| 26' to 30', Inboard | 24" width, 11 to 18" chord<br>30" width, 11 to 18" chord |
| 30' and above, Inboard | 30 to 40" width, 11 to 18" chord |

For specific sizes and recommendations it is best to check with the trim tab manufacturer and also with the boat designer and manufacturer. Many manufacturers have specific recommendations based on past experience with their hulls with specific outboard and inboard engine installations.

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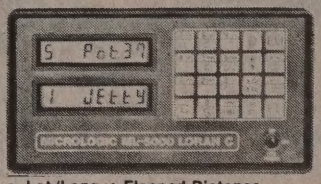

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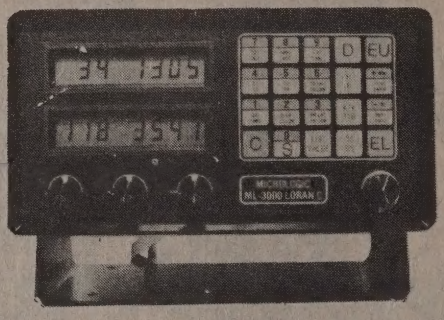

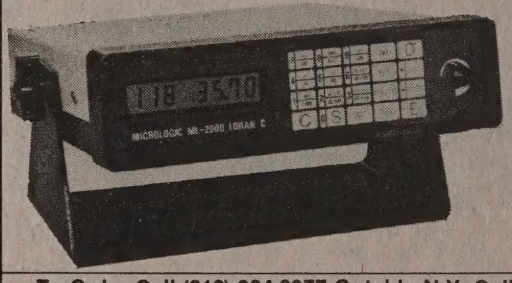

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to slowly saturate the crew. The tabs will allow you to again fine tune the attitude of the hull so you can keep the windward side of the hull slightly raised to take full effect of the hard edge of the chine to toss the spray away from the hull, giving you not only a soft ride, but now a dry ride too. The difference on some days is like night and day—or should I say between damp and drenched!

Although the tilt and trim built into most modern outboards will help to trim a boat, the amount of trimming ability is so slight that it makes little difference in day-to-day boating. Trim tabs offer far more versatility.

Tabs work well on small boats as well as large boats, outboards as well as inboards. The principle of lifting the hull and trimming the port or starboard lean is just as valid no matter what the size nor the power plant.

I've been on many smaller boats of 17 to 20 feet that handled like much larger boats simply because they had trim tabs. The trim tabs once again allow the boater to take the most advantage from the design of the hull, slicing through rough seas with the sharp entry of the boat or trimming to favor the wind or sea. The worst sea (or bay) for small boats is a short chop. Tabs get the bow down to cut through the chop for a soft, dry ride.

At slow engine speeds when the stern wants to squat down low and which also causes the bow to raise causing poor visibility, a flick of the switch can eliminate most of this bad attitude.

Some boats porpoise at certain RPM ranges, usually at high speed with a minimal sea, nearly flat calm. Tabs once again will allow the captain to fine tune the ride with the press of a button.

While trolling for tuna I can fine tune the action of the lures with the help of trim tabs. Smaller boats like my Mako and other outboard boats in the same size class get buffeted by the action of the sea and waves and experience speed surges while trolling. The tabs will not eliminate this, but by trying various positions with the tabs you can partially correct for a bad sea. The net result is that the lures work better and at more even, steady speeds without the tremendous surge of big-swell sea conditions.

Center console boats, and most outboard boats, that are dry as a bone while running at 3500 to 4500 RPMs can become wet-suit boats when trolling at 2200 to 2500 RPMs. A slight flick of the adjustment switch to raise the windward chine will help minimize the fine spray.

To say that I'm satisfied with the trim tabs is an understatement. Now that I've used them for over 500 hours of cruising/trolling/fishing, I can't believe how I got along without them. The saving in fuel was naturally of great benefit to my wallet, but the increase in performance and the better ride is appreciated every day on the water.

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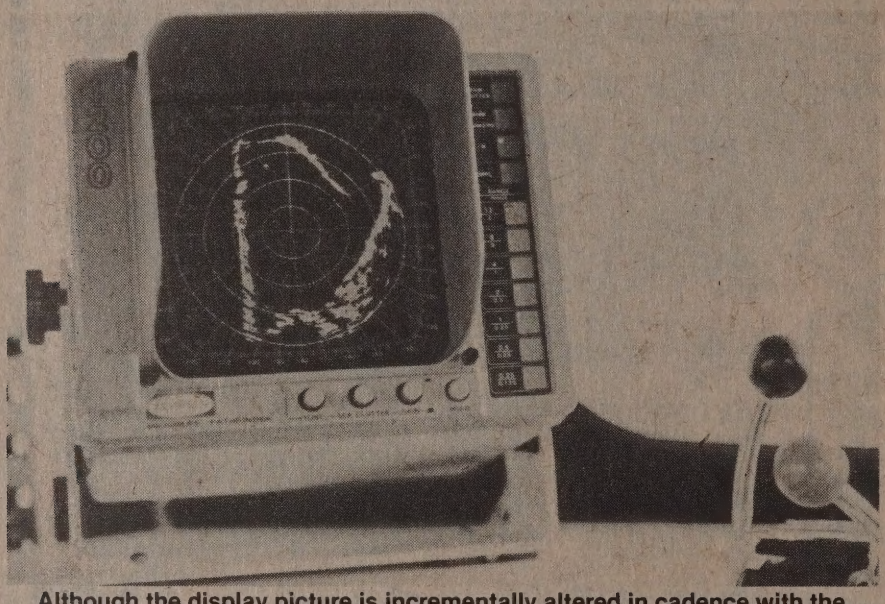
# SMALL BOAT RADAR

## by Ray Hendrickson

**Small boat anglers can now enjoy a benefit long reserved for big boats and fat wallets.**

How many boats under 26 feet have you seen sporting a radar antenna? Darned few, I'll warrant, compared to the fleet of larger boats. And there's good reason. Two reasons, really. Radars with just a segment of the picture sweeping around the scope are too hard to read on a small boat kicked around in a seaway while having to stick one's head in a rubber hood to boot. Secondly, sticker prices are admittedly over the yardarm for most small craft skippers.

Then there's the bulk, weight and current draw with which to contend. Scarcely a problem on larger boats, but a decided drawback on small skiffs. Center consoles and cuddy cabin bulkheads aren't reknowned for spaciousness, and many a skiff is just too tender to stick a heavy radome up in the air, even though an extra battery is planted in the bilge to carry the electrical load. And who needs the long range capability of those heavy sets? Except for spotting thunderstorms, there's scant need. If anyone can't find Long Island without radar, they shouldn't be out there. Twelve, even as little as 10 miles, is adequate for navigating on any fishing boat, and gives ample leeway for avoiding fog-shrouded tankers and container ships.



**Although the display picture is incrementally altered in cadence with the scanning antenna's sweep, the *entire* picture is maintained on the 1200's display scope. Equally important, it can be read without rubbing noses with the glass in any but direct sunlight.**

**A comfortable arm's-length glance is all it takes to keep up to date with the 1200's steady, bright display; and it requires minimal space at the helm.**

What the offshore mosquito fleet **needs** is a radar that can be read at a glance in daylight without practically climbing inside it, that draws minimal power, that's small enough to marry with the helm arrangement, has a scanner (antenna) of minimal weight, and offers sharp resolution (distinctness of display) at close range. Matter of fact, any sport fishing boat can benefit from these requirements, and the answer is here.

Raytheon's Model 1200 compact 12 mile radar fills the bill completely. Without it, there'd be scant sense in writing an article about radar aimed at small boat skippers. This may sound like an ad to members of the Cynics Club (and I'm a past president), but look around, fellows. In its category, this little set is the only game in town, and I've seen it advertised for $1900. With that out of the way, let's run through a quickie course in radar fundamentals.

In a clam shell, a radar set is a radio transmitter and receiver operating far above the UHF band at about 9400 Mhz. Signals are pulsed outward, bounced off a target, the returning echo is timed and the results displayed graphically on a scope, related to distance from the transmitter. For a given frequency, resolution is directly proportional to the length of the rotating scanner. And with all marine radars working on approximately the same frequency this puts the 1200 at the bottom of the ladder for the 12 to 14 mile ranges. However, from there on into the quarter mile range this set's resolution progressively becomes as sharp as a well honed hook.

Although every radar is designed for a certain maximum range, such a number has scant meaning until assessed in light of the scanner's placement on the boat. To illustrate: if a scanner is mounted seven feet above the water it can pick up an echo

rom an awash target at 3.17 nautical miles (N.M.). That scanner can't detect a target at 12 miles unless said object is more than 54 feet above water. For the algebraically inclined: $d1 + d2 = 1.2 (h1 + h2)$ where d1 is the boat's radar horizon to an object awash; d2 is the distance from this radar horizon to a distant target; h1 is the scanner's height above water, and h2 is the distant target's height above water. Distances are in nautical miles and heights are in feet. Even if the scanner was mounted 12 feet high, a target at 12 miles would have to be 42.6 feet high for detection—and 12 feet is a bit high for mounting on a small boat.

Conversely, due to the transmission beam's vertical angle (viewed from the side), the lower the scanner the more closely a target can be detected. Personally, I'm more curious about a buoy or rowboat 40 feet ahead of me than I am about a tanker six miles away. All in all, the average skipper of a maneuverable, relatively fast, skiff needn't worry about distant problems. He wants to see **clearly** what is close enough to be dangerous, or what is necessary to keep him on course. If he's threading through a fleet of fluke drifters in a fog bound channel he wants each skiff, as well as the buoys, sharply defined on the scope's one-mile range, with definition improving right up to "full astern and hard to port."

Where does one mount a scanner on a small boat? Right on the hardtop, if so equipped, or maybe a foot above. Atop the ginpole is another favored location, as is the increasingly popular "electronics arch." Center console boats benefit from a seven or eight foot mast secured at the console's forward corner. Three-inch aluminum or four-inch "schedule-80" PVC pipe serves adequately when fastened to the cockpit sole and braced from the console's upper limit.

The scanner should not be at eye level to anyone within the danger zone specified by the manufacturer (two feet for the 1200), lest fried eyeballs result. Too, enclosed radomes are preferred over those with scanners swinging in the open, subject to damage—or causing same. However mounted, the scanner should be rock-steady, and definitely not so high as to affect the boat's stability.

The display unit, even if termed splash-proof as is the 1200, should be installed with an eye toward protection from rain and spray. Additionally, the less chance of direct sunlight falling upon the scope the easier it will be to read. Although the 1200 is touted to be readable in daylight without a rubber tunnel, it's a tough act in direct sunlight. And why be concerned with bright sunlight when a radar is used in fog and/or at night? Because it behooves any skipper to practice using his radar on clear days when he can compare the scope display to the real world! We'll dwell upon this facet in a few minutes.

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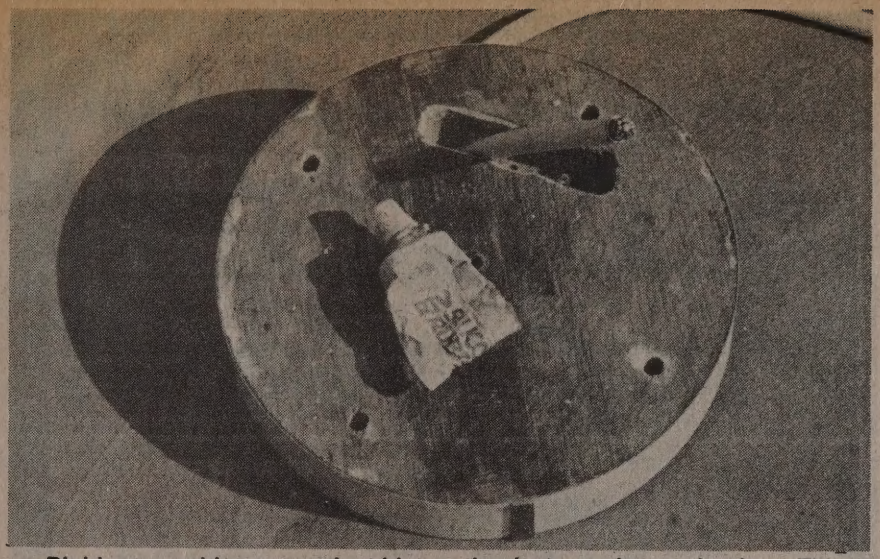
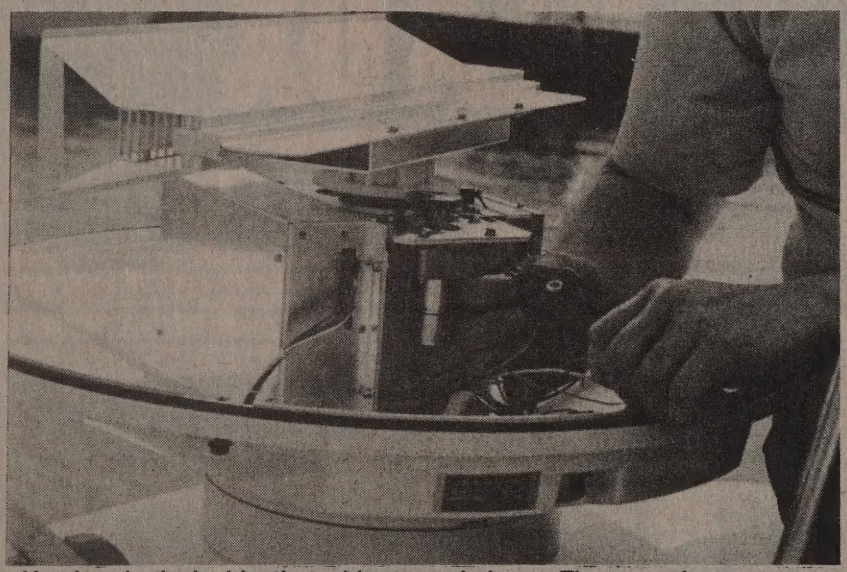
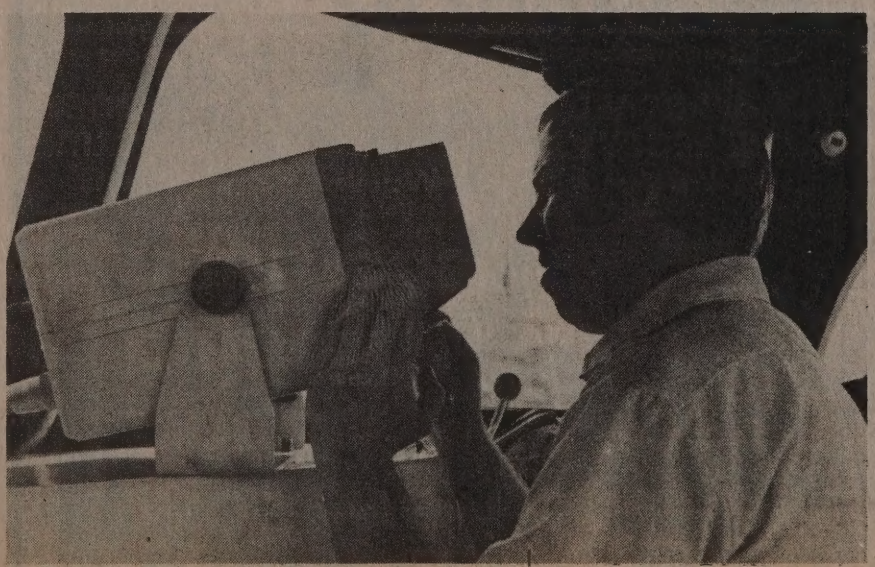


**Rigid wave guides are ancient history thanks to modern technology. This scanner-to-display unit cable will bend easily into the slot routed in the underside of this mounting plate. RTV sealant facilitates watertight integrity when mounting the scanner.**



**Here's what's inside that shiny round dome. The scanning antenna (rotating at about 30 RPM) is bathed in alien sunlight as cable connections are made to the terminal board.**



**Peconic Electronic's John Bradley checks out an initial installation on the writer's Heritage.**

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There's scant need to install the display aligned with the keel, as with a compass installation. Bearings on a scope are "relative," UP being dead ahead no matter what the display unit's orientation. Ideally, the unit should be positioned a few feet from the "helmsman's eye," oriented to provide easy viewing with a mere flick of the eyes off the compass. I've found the best placement to be at slightly less than arm's length, providing effortless control of the function knobs and touch pad.

Particularly on a small boat, the display unit should be easily removable for safe keeping and the 1200 can be detached in seconds by pulling two plugs and backing off the two bracket screws. Some owners with lockable cabins have mounted a second bracket within to hold the display unit when not in use. Others have modified the bracket with studs and wing nuts; leaving the unit in the bracket and transferring the entire unit for stowage. But let's leave the set at the helm for now and cruise around for some familiarization.

Range selection and gain control are the key operator inputs for maximizing the display. Akin to the same control on a radio, gain controls the picture's density just as it controls reception strength on CB or VHF. For a target at the edge of the scope you may well want to increase gain for the best definition, but when reading nearby targets it's frequently helpful to reduce the gain. When reduced, insignificant targets cluttering the display (waves, little wooden rowboats and such) will disappear, allowing that sought after buoy to still come through with its strong echo. But you're so right—a little wood rowboat can be a darned important target if you're about to run it down, and you may very well want to maximum the gain to avoid it. A twist of the knob tailors the display to suit existing needs.

The range selector, whether knob or touch pad, is another control that will be finger-worn long before the rest. You'll find that as much as you want the best information on what is close aboard, you still want to maintain rapport with the "big picture." That marker coming up on the starboard bow is certainly important as you're entering the channel, but you also want an overall view of the markers defining the rest of the course—and any boats apt to be plying the channel.

Because resolution increases as range decreases (both within a particular setting, and between range selections), one selects the shortest range setting that places the desired target on the scope for maximum resolution. But as that first buoy edges towards the display's center from the outside range ring on the 1/4 mile setting, it pays (very often handsomely) to pop up to the half or one mile setting to maintain perspective spot buoys farther out—and boats.

Should you start seeing streaks and

hash on the display it's probably interference from nearby radars. It takes but an instant to find out by touching the rejection square on the touch pad. On the 1200, those streaks disappear instantly with scant reduction in signal strength. Sea and rain clutter controls are principally effective at short ranges, knocking out unwanted hash from waves and precipitation as the case may be.

Then again, there are occasions when echoes from waves can be more than welcome. On the 1/4 mile range, breakers and wakes from boats you want to keep an electronic eye on show up strongly with a wee bit of boost in the gain. Those breaker echoes tell you where you don't want to go, and echoes from wakes help in determining another boat's course.

As previously mentioned, all this indoctrination is best accomplished in clear weather when the scope display can be instantly compared to what's around you. Go out cold and run into fog on your first trip and the radar is bound to confuse more than help. Displayed echoes seldom resemble the actual target, and therein is the greatest cause of consternation for the uninitiated.

Sure, if you're out in the middle of Shinnecock Bay the shape of Cormorant Point is easily distinguished on the display; as is the straight shore line paralleling Montauk Highway, and the more eroded shore line back of the ocean dunes. But that solid echo you see when approaching the channel leading to the east side of the inlet (aptly called the East Cut) is not a large buoy or a 50 foot dragger. It's a puny little aluminum radar reflector atop a pole. Believe me, no one appreciates the defensive value of a radar reflector until he sees it on a scope. I've seen countless 30 foot cruisers that didn't have half the "signature" of a six inch reflector.

Another characteristic that requires some getting used to is that a target's height—once it is in range—has no bearing on how it appears in the display. The radar merely recognizes that "something" is at a particular **distance**. Once they are both within range, a 100 foot lighthouse and a 15 foot sand dune look the same on the screen if they are at the same distance. But you will, naturally, see the lighthouse long before you catch the dune.

Keep practicing in good weather, and before you realize it you'll have ample proficiency to depend upon your radar when it's really needed. It will be just another tool like your compass and Loran, usable without you being a slave to the black box.

One more tid-bit before we shut the set down. If you're heading out to sea and spot a big echo way out there on the 12-mile range, and it gets bigger and bigger, and bigger until it appears to be a couple of miles wide—it undoubtedly is that large—and probably much larger. That's a squall or a thunderstorm hidden in the haze. They don't make tankers that big!


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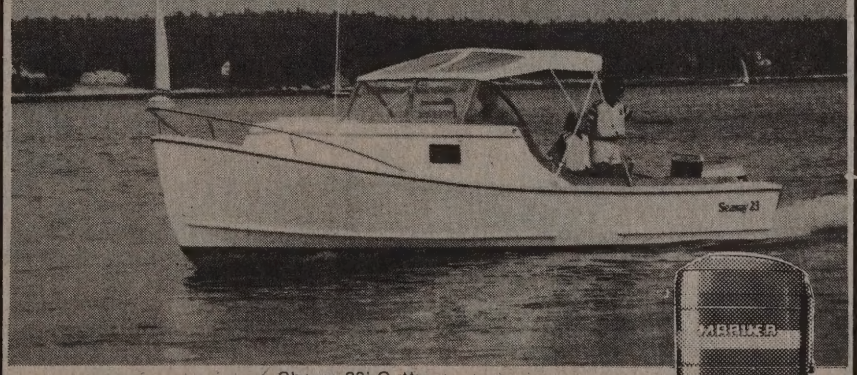

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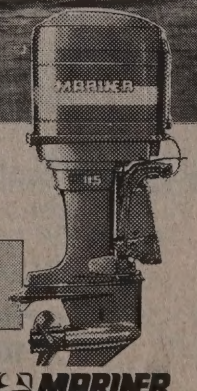

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- Billfish Management Plan
- Expenditure of D.J. Funding
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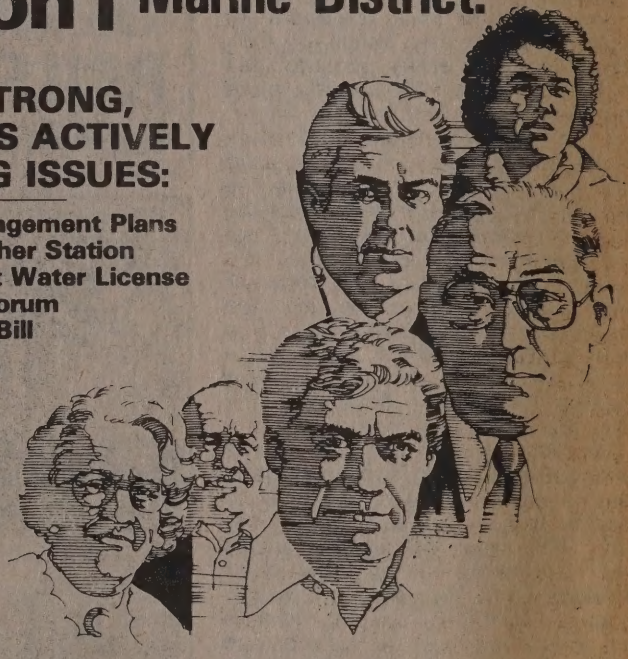

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# BIOLOGIST FEAR WORST FOR STRIPERS

*by Al Ristori*

**With coastwide striper stocks already in a depressed state, there's more bad news ahead according to experts.**

If, like many Fisherman readers, you're a dedicated striper fisherman, the latest news from the biologists studying that species is not good. At an emergency meeting in Washington last month, biologists from both the National Marine Fisheries Service (NMFS) and the state of Maryland indicated that the Chesapeake stocks are near collapse and that the only reasonable course of action is to institute severe restrictions on the fishery in order to protect the remaining brood stock. However, there still doesn't seem to be any means of really coming to grips with what certainly appears to be an emergency situation.

If you've been fishing for stripers the last few years, and especially if you also fished for them from the mid-50s to the mid-70s, there's no need to discuss how the fishing has gone downhill. To be sure, there have been some spurts of action—particularly with big fish. The 1970 year class was the greatest ever recorded, and those are now 30 and 40 pounders. Furthermore, the fine year classes of the 1960s have provided us with more 50 and 60 pounders than we ever had in the "good old days"—not to mention all the record breakers of the last few years. There's even been some fine schoolie fishing around the Metropolitan area because the Hudson River population has been protected and is prospering. Along the coast we've also received a spurt of action in the fall from the 1978 year class—the only good one of recent years.

However, all of that only serves to prove how far downhill things have gone. Remember when the fall striped bass season at Montauk used to start on Labor Day? In 1983 the rips off the Point were so deserted in mid-October that the few charter skippers trying to scrape out a bass from among the blues were talking freely on the VHF radio. There just wasn't anything to hide! Typical of a small population, the bass season has become compressed into about a month each fall (with the time frame varying from north to south); and the spring fishing in many areas has all but died out. Stripers have become so valuable that the pressure is more intense than ever and almost all go to market. Yet, the commercial landings have dropped from over 14,000,000 pounds in 1973 to little more than 2,000,000 pounds in 1982—and the trend has been steadily downhill except for a slight increase in 1980. The 1982 figure was the lowest recorded since 1935, and the biologists indicate that "we haven't seen anything yet!"

**Occasional spurts of good action with cow bass are overshadowed by dismal prospects for the future.**

Dr. John Boreman works out of the NMFS Lab in Woods Hole, Massachusetts, and has been one of two managers of the State-Federal Striped Bass Program since it started in 1978. Therefore, he's been in the unique position of being able to follow all the

(Continued on next page.)

population trends over that period of time as well as having access to all the information coming in from a variety of studies. His conclusion is quite simple. The striped bass stock existing today can't stand the pressure being exerted on it! Furthermore, the brood stock is too low, as we appear to be relying on the fast disappearing 1970 year class for female spawners. At the present low level of population, Boreman believes that there is a correlation between the size of the brood stock and the results. He estimates that if the "good" 1978 year class hadn't been heavily exploited, the 1982 class would have been two to three times larger.

Jim Uphof, the Maryland biologist who's been conducting the young-of-the-year bass surveys since 1973, made an even stronger case for conservation. He pointed out that the Chesapeake stocks traditionally account for about 90 percent of the migrating bass, though this is down to about 60 percent now because of the steep decline there and the improvement in the Hudson. Maryland conducts seining studies in July, August and September in order to come up with the yearly index of bass survival that accurately indicates what we can expect in the future. The results for 1983 indicate no turnaround in the almost steady decline since 1970. The index was 1.4, worst since the all-time low of 1.2 in 1980. This compares to the 1970 level of 30!

Uphof made no bones about the fact that we must both increase the brood stock and clean up the environment at the same time. He feels there's been a reduction in the adult stock of about 95 percent, and this has resulted in a spawning season that now lasts only a few days instead of a month as it used to. That may well have something to do with the very poor spawning results of the last few years. When the spawning was more spread out there was a greater chance that groups would encounter perfect environmental conditions and survive in great numbers.

Obviously, the environment is a key factor in determining the eventual results of spawning. However, that's a factor which is almost out of our control. We can't do anything about the weather at spawning time, and the effects of contaminants in the water are still a big question mark. Dr. Boreman said that despite all the studies to date, they can't single out any one contaminant as being responsible for larval die-off. Experiments with a combination of 20 toxic chemicals present in the water indicate that they can collectively kill young bass in fresh water and harm them in salt water. Boreman has also noted that infant starvation is high, but has found no reason why. Uphof noted large die-offs of larvae in 1980 and 1981, each time during the second week in May, though no cause has been found for that. The biologists agreed that water quality is too difficult to pin down as a factor because it's so complex. There's little question but that the Chesapeake rivers are "cleaner" than the Hudson, but the bass prosper in the latter environment. Cleaning up the waters is a prime concern, but we may still miss whatever it is that's harming larval stripers. Uphof felt that it is land management which is most urgently needed, as agricultural chemical runoff appears to be the major source of contamination in most Chesapeake rivers.

The question of who or what is to blame for the present sad state of affairs isn't the central issue at the moment. In his introduction, Dick Russell, co-chairman of the Atlantic States Emergency Conference on the Future of the Saltwater Striped Bass, pointed out that the Chesapeake was practically devoid last year of the 4 to 11-year old spawners which would normally account for about 90 percent of reproduction. What's worse, the 1978 year class (the only "good" one in recent years) appears to have been virtually fished out. A government economic survey indicates that almost $220 million in economic activity and 7,000 jobs have been lost to the coastal areas of 10 states as a result of the striped bass decline. Yet, virtually as fast as the bass grow to catchable size (recently raised from 12 to 14 inches in Chesapeake Bay as a result of the compromise that saw coastal


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states go to 24 inches) they are caught. The official estimate is that 50 percent of the bass large enough to be retained are caught each year. With the population already low and spawning success minimal, that means we're depleting the population at a rapid rate. The biologists tell us that we have to triple the number of spawning fish, and in order to do that mortality must be reduced by two-thirds.

How do we go about doing what the biologists say we must do in order to save the species from a really severe decline? One purpose of this conference was to discuss the possibility of enacting legislation to either make the striper a game fish or to place a moratorium upon its sale for the five to seven year period which the biologists figure would be required to bring back the population. A delegation met with key congressional aides in the morning and the report from Salt Water Sportsman publisher Hal Lyman was that there was little hope of such action on the federal level due to a concern for the states rights issues involved.

What then are the possibilities? Lyman mentioned use of the Lacey Act to prohibit illegal shipments of striped bass between states, and also talked of a striped bass stamp. He also noted the concept of raising stripers in captivity for the market would be a sound economic venture with the market being so high (Hal said that 65 to 70 percent of Atlantic salmon sold in Europe are now pen-reared), and that would serve to reduce prices by increasing supply.

While no conclusions were reached, it was clear that most of those in attendance were concerned about the resource and willing to work for some solution to the problem. Actually, there was an exception. Arnold Leo, representing the East End baymen and Governor Cuomo's commercial fishing panel, was against any restrictions and only for someone else cleaning up Chesapeake Bay. He thought it was a waste of time to save stripers if they weren't assured of spawning success in the Chesapeake, even though the biologists assured him that more spawners would mean more young stripers. A young associate of Leo's made the classic statement that "we aren't giving the fish enough credit for intelligence—if they 'know' they're not spawning successfully in one river they'll go to another." Unfortunately, that's the level of understanding we're dealing with and the very reason why the prospects for the striped bass remain very bleak.

The biologists will continue to issue warnings and the Dick Russell's will do everything possible to find a solution, but nothing short of a miracle of nature will save the bass unless everyone is able to forget their own selfish interests and consider only the best interests of the resource. We'll be writing more about this, but that's all it boils down to!

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## OVERAL

| Species | Weight | Angler |
|---|---|---|
| Flounder | 5 lb. 2 oz. | Thomas McCabe |
| Blackfish | 15 lb. 5 oz. | Vincent Sombro |
| Cod | 86 lb. 12 oz. | Gus Labrie |
| Fluke | 20 lb. 4 oz. | Tony Loperfido |
| Striped Bass | 69 lb. 4 oz. | John Alberda |
| Bluefish | 22 lb. 0 oz. | Joseph Lemerise |
| Weakfish | 16 lb. 12 oz. | John Reynard |
| Pollock | 45 lb. 0 oz. | Lawrence Soutie |
| Mako Shark | 535 lb. 0 oz. | Martin Dziubek |
| Bluefin Tuna | 1072 lb. 0 oz. | Faith Igleheart |
| White Marlin | 114 lb. 0 oz. | Ron Bruckner |
| Swordfish | 170 lb. 0 oz. | Ray Heal |
| Brown Trout | 9 lb. 6 oz. | Stan Borkowski |
| Brook Trout | 3 lb. 15 oz. | Anthony Baffa |
| Rainbow Trout | 6 lb. 8 oz. | Bill Ashak |
| Rainbow Trout (tie) | 6 lb. 8 oz. | Gerald Bernier |
| Largemouth Bass | 9 lb. 6 oz. | Robert Hill, Jr. |

## SURF FISH

| | | |
|---|---|---|
| Striped Bass | 65 lb. 4 oz. | Jim Shaw |
| Bluefish | 23 lb. 1 oz. | Jim Shaw |
| Weakfish | 16 lb. 0 oz. | Richard Manna |

## JUNIO

| | | |
|---|---|---|
| Flounder | 4 lb. 0 oz. | Cara Griffin |
| Flounder (tie) | 4 lb. 0 oz. | Kevin Morrow |
| Blackfish | 11 lb. 12 oz. | Ron Buchta, Jr. |
| Cod | 47 lb. 0 oz. | Josh Nagine |
| Fluke | 15 lb. 2 oz. | Joseph Schneide |
| Striped Bass | 50 lb. 8 oz. | John Callahan |
| Bluefish | 21 lb. 5 oz. | Mark Lessing |
| Weakfish | 14 lb. 2 oz. | Scott Habakus |
| Pollock | 30 lb. 0 oz. | Chris Neumann |
| Mako Shark | 350 lb. 0 oz. | Courtney Fernar |
| Bluefin Tuna | 826 lb. 0 oz. | Brett Mellish |
| Brook Trout | 3 lb. 0 oz. | Jim Schuchman |
| Brown Trout | 6 lb. 11 oz. | James Curto |
| Largemouth Bass | 6 lb. 12 oz. | Mike Jones |

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| mouth, Ma. | Angler's Den (Ma.) |
| ntauk, N.Y. | Gone Fishing Marina |
| gantine Shoals | Bruce & Pat's Tackle |
| ntauk, N.Y. | Gone Fishing Marina |
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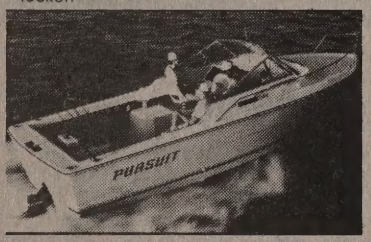


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# THE BOTTOM LINE:
# POPULAR BAIT RIGS

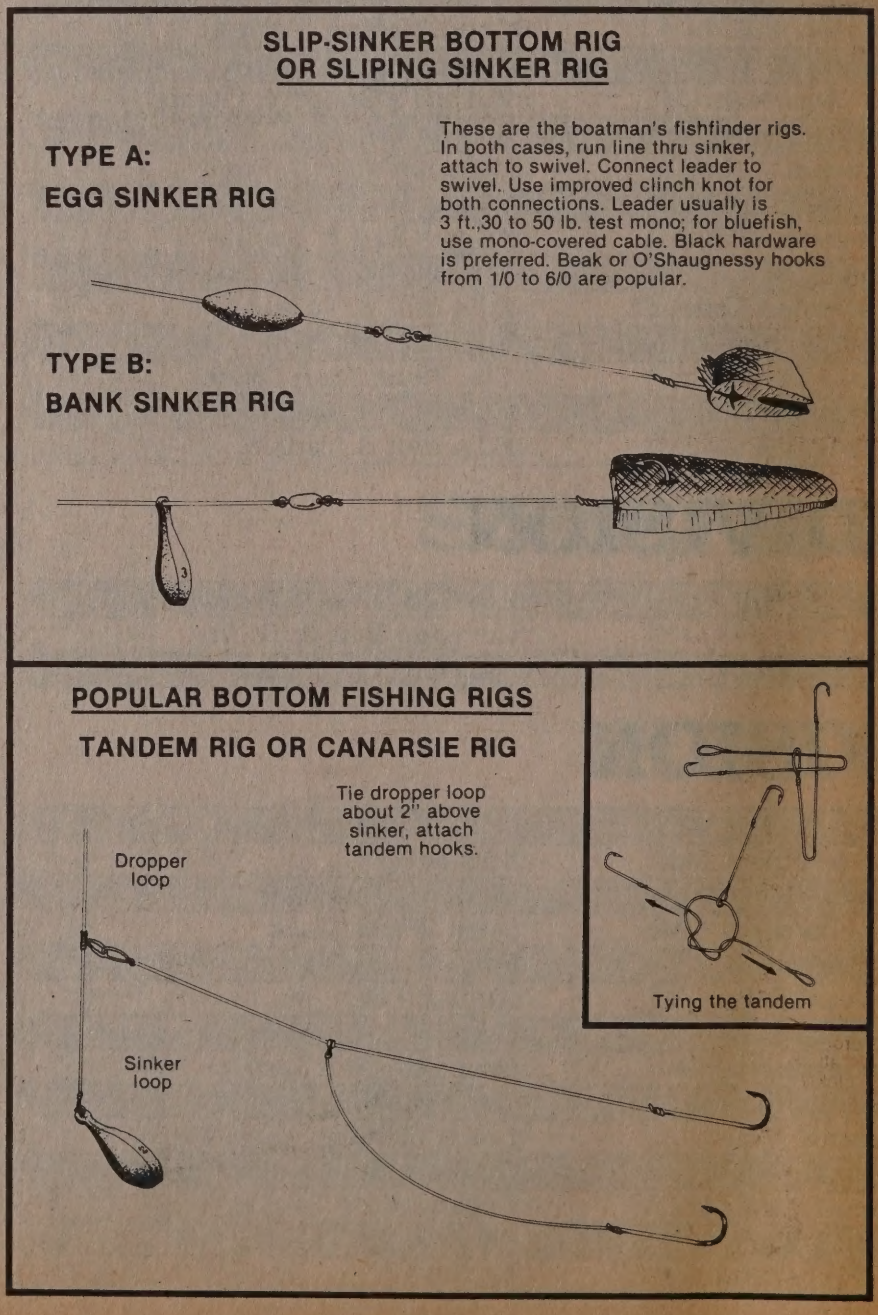
*by Andy Regina*

**A working knowledge of the various bait rigs can sharpen the skills of any sinker bouncer.**

We recently submitted an article on fishing with various baits, when we realized that perhaps there might be some people who were not familiar with our most popular bottom fishing bait rigs. Not all of us are seasoned bottom fishing veterans; possibly some are brand-new tyros altogether, while others may be converts from the ranks of the purists—those fisherpeople who will not use anything but artificial lures in their pursuit of game fish. Utilizing various bottom rigs is important to realizing success just as surely as selecting the proper lure is, and learning how to tie those rigs is crucial. Incorrectly rigged or sloppy baits seldom get good results, whereas the presentation of appealing baits at proper levels or atop correct structure will gain most of the successes, most of the time. A recently published article in The Fisherman compared surfcasting to gambling, relating the odds against the beach rat to the odds stacked against the suckers trying to beat the one-armed bandits in gambling casinos. As dedicated fishermen, we do everything we can to reduce those odds as much as we can, and proper rigging is one way to hedge on our bets against house odds.

Perhaps the most popular bottom rig is the simple, one hook rig, where one hook is tied to the line directly above a sinker heavy enough to stay put on the bottom. Here, a sinker loop is fashioned at line's end and the proper sinker is attached, then a dropper loop is tied into the line an inch or two above the sinker, on which the hook of your choice is attached. This ensures that your hook will sit directly on the bottom, which is where you want it to be in the first place. Just as popular, if not more so, is the tandem or Canarsie rig, featuring two hooks tied in tandem to give the angler twice as many fish-catching opportunities, or potential opportunities, than any single-hook rig could provide (see illustration). If you've never tried to tie this rig, or have found it difficult to do so, follow along and we will try to simplify matters as best as we can. It is, after all, a basically simple rig, one that any dummy can tie. I tie them all the time!

Take a pair of snelled hooks; the hook patterns and sizes used will vary according to the species sought. Hence, for winter flounder, you might choose a couple of Chestertown #8 hooks or two #6 Sproats; for blackfish or tautog, a pair of Virginia hooks, size 5 or 6 usually get the nod and for porgies or scup, two beak or claw-style hooks are good, the sizes running from #6 up to #1 or #2, depending upon the size of fish sought. Anyhow, take one hook in each hand and fold the snell of hook #1 in half, then insert that through the end loop of hook #2. Pull that completely through until it snugs up


SLIP-SINKER BOTTOM RIG
OR SLIPING SINKER RIG
TYPE A:
EGG SINKER RIG
These are the boatman's fishfinder rigs. In both cases, run line thru sinker, attach to swivel. Connect leader to swivel. Use improved clinch knot for both connections. Leader usually is 3 ft.,30 to 50 lb. test mono; for bluefish, use mono-covered cable. Black hardware is preferred. Beak or O'Shaugnessy hooks from 1/0 to 6/0 are popular.
TYPE B:
BANK SINKER RIG
POPULAR BOTTOM FISHING RIGS
TANDEM RIG OR CANARSIE RIG
Tie dropper loop about 2" above sinker, attach tandem hooks.
Dropper loop
Sinker loop
Tying the tandem

tightly against the bent snell of the first hook. Now, with the first hook, we tie an overhand knot to keep both hooks fixed in place, but we first wrap the snell of that hook around itself a couple of times, making a firmer, slip-proof connection (see illustration). Finally, both hooks are wedded in place by drawing up tightly on the snell of each, pulling each hook in opposite directions.

Hi-lo rigs, also known as Peconic Rigs because of their wide use in that area, are probably as popular as the simple rig or the tandem rig, perhaps more so in certain areas than others. This rig finds great favor because it presents two baits at two different feeding levels: one bait directly on the bottom and the other bait somewhat higher above. It also permits the angler to not only use two separate baits, but to actually fish for two different species at the same time, if said angler is so inclined. After attaching the appropriate sinker to a loop tied into the end of the line, two dropper loops are tied into the line above, the first one about two inches above the sinker and the second dropper loop about two feet higher up. To the bottom dropper loop, a hook snelled to a 15 inch, 40 pound test mono leader is attached; up top, another hook, wrapped on an 18 inch, 30 pound test mono leader, is affixed. Attaching hooks to dropper loops can't be any simpler. Just slip the dropper loop through the end loop of the hook snell, then slip the hook through the dropper peeking past the snell loop and pull the whole thing completely through until both loops snug together.

There are many variations of this rig and the height of the top hook is variable, as long as enough clearance is allowed so that the high hook does not entangle the bottom hook. Ergo, the distance on the line between hooks must always be greater than the length of the high hook snell by at least three inches, to allow for the bait length also. In the Peconics we fish for big porgies on the bottom, using #2 Beaks or O'Shaughnessies and clam, squid, or worm baits, or fluke, using three foot leaders and 3/0 hooks baited with killies or sand eels, with or without squid strips. Our high hook is usually a 3/0 Claw or Beak and carries a squid strip pennant, to entice weakfish. We further use whole sandworms on that high hook many times and will even resort to those juicy tempters on bottom when the weakfish are at the peak of their run. Here, on western Long Island Sound, that bottom hook is usually smaller, better suited to our small winter flounder or "sand" porgies, and that high hook almost always is a whole sandworm. Out on the ocean, codfish rigs are generally hi-lo affairs, but the hook spacings are greater. Here the bottom hook is usually three feet above the sinker and the top hook three feet above that, and both hooks are baited with clams most of the time (see illustration).

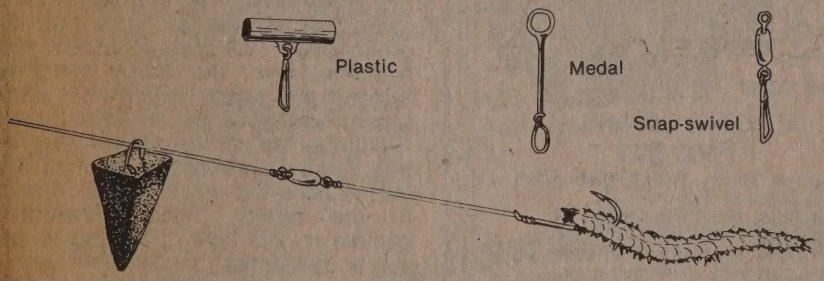
Another very popular bottom fishing rig is the Fishfinder Rig, also known as the Free-lining and/or Surfcasting Rig. In this instance, a hook is attached to the end of the line in a manner that allows the line to pass freely through the eye of the sinker, unimpeded by sinker weight that could alert wary fish. Though there are several adapters available in tackle shops to facilitate this purpose (see illustration), they are not necessarily mandatory and the rig can be, and is, very often fashioned sans said adapters. Simply run your line through the eye of a sinker and tie it to one end of a barrel swivel too large to pass through that same sinker eye. Incidentally, I heartily recommend that you use the improved clinch knot for all your connections here. It is a very strong knot and does not reduce line strength at that connection too drastically. Face it, ALL knots weaken line strength to some degree, certain knots more so than others. The Improved Clinch Knot maintains between 90 to 97 percent line strength at the knot, assuming it is tied properly. Other knots are better or worse; the Spider Hitch is almost 100 percent perfect, as far as line strength goes, whereas an overhand knot could reduce line strength at that connection by up to 50 percent or so.

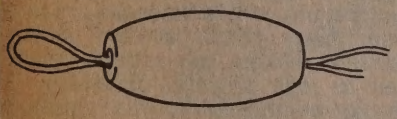
If you use one of the adapters for your Fishfinder Rig, pass the line completely through that gadget, then tie the end of the line to one end of a barrel swivel. Incidentally, most of us prefer to use black hardware because it is less apparent to cautious fish and less likely to be struck at and bitten off by sharp-toothed species. The sinker is attached to the connector on the adapter. Here again, most of us prefer to use a pyramid sinker most of the time. The exception to the rule would be when fishing over extremely

(Continued on next page.)

## SURF FISHING RIG

**VARIOUS ADAPTERS ARE AVAILABLE AT TACKLE SHOPS, BUT NOT MANDATORY.**

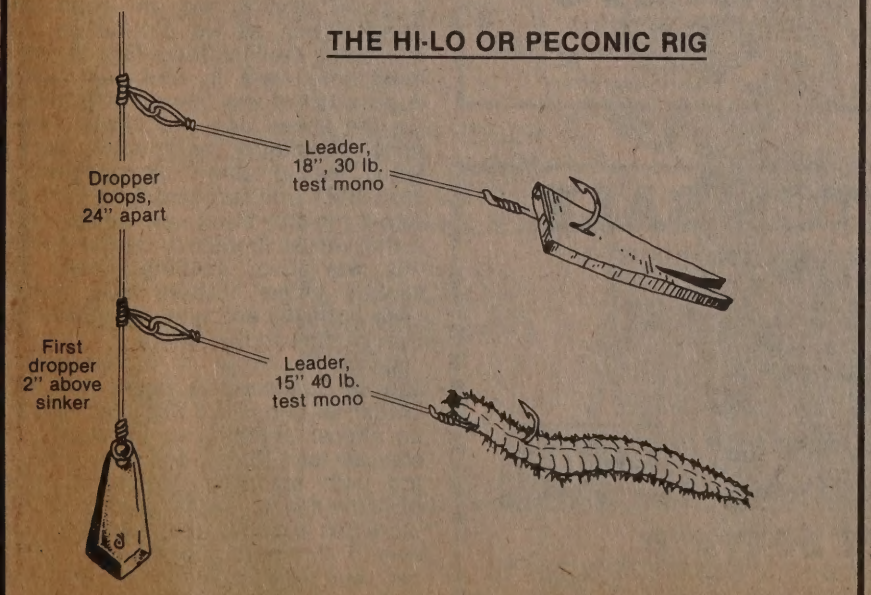


Pull-through, cork leader floats keep bait away from bottom pests, like crabs and bergalls.

Run line through sinker eye. Use of adapter is optional. Tie line to barrel swivel with improved clinch knot. Attach 30",30 to 50 lb. test leader to opposite end of swivel, again via improved clinch knot. Ideal worm hook is sliced shank, baitholder Claw style, from 1/0 to 3/0. For cut bait, dispense with baitholder hook, use O'Shaungnessy. For bluefish, use wire or mono-covered cable leader.

## THE HI-LO OR PECONIC RIG



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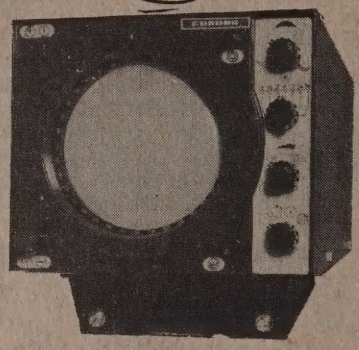

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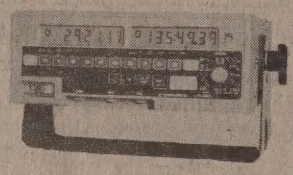

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sticky bottom, where hangups are commonplace. Anyhow, to the opposite end of that barrel swivel, a hook snelled to an appropriate leader is attached. The leader is usually a three foot trace of nylon monofilament, in the 30 or 40 pound test class, unless bluefish are present, at which time it is expedient to switch to either a short trace of wire or a mono covered, braided cable, metal leader. The swivel must be large enough NOT to fit through the connector (or the sinker eye, if no connector is used) to allow one-way passage only; in other words, line can pass from the reel through the sinker or connector, but cannot be reeled in backwards past the swivel on the retrieve. With the reel in free spool, a fish can move off with the bait without becoming alarmed by unnatural weight created by the sinker. Also, the angler can realize a more acute sense of touch via the direct connection from fish to fingertips, sans sinker interference.

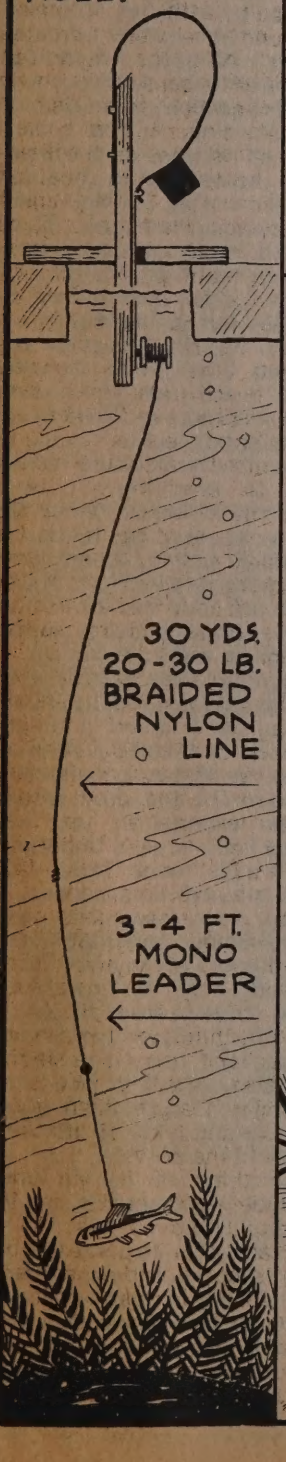
Along the same lines as the Fishfinder Rig, boaters have adapted similar rigs known as Sliding Sinker or Slip Sinker rigs. Here, though, no adapters or connectors are ever used, and the line actually passes through the sinker. Used for bottom feeding game fish as well as for a host of groundfish, this rig provides the boatman with the same benefits enjoyed by beach rats—that extra sensitive sense of feel and direct connection to fish and the almost weightless, more natural presentation of the bait to potential unwilling volunteers to the family menu. Extremely popular in this type of rigging is the egg or oval sinker, probably an immigrant to northern climes from the sunny south, where these sinkers hold great sway. Bank sinkers and/or diamond sinkers can and do act as well as egg sinkers, especially in heavier weights not normally reached by egg sinkers. Thread the line through the hole in the egg sinker or through the eye of bank or diamond sinkers, and tie the line to one end of a barrel swivel, via an Improved Clinch Knot, as we did before, in fashioning the Fishfinder Rig. In fact, everything here is rote, an exact duplication of the instructions given for the above and previously mentioned Fishfinder, so anything additional would only be needlessly academic—you've heard it all before! About the only thing new we can add is that we use tandem or Canarsie rigs this way also, snelling hooks to slightly longer leaders than those used normally and tying or attaching that tandem to the swivel.

Come to think of it, we often employ tandem-tied hooks on the bottom of our Hi-Lo rigs also. We'll do almost anything to increase our chances for success, and experimenting with standard rigs sometimes pays dividends. Hell, if you can catch more fish and have more fun doing so, even if you don't keep all you catch, isn't that the name of the game? Isn't that actually the bottom line?

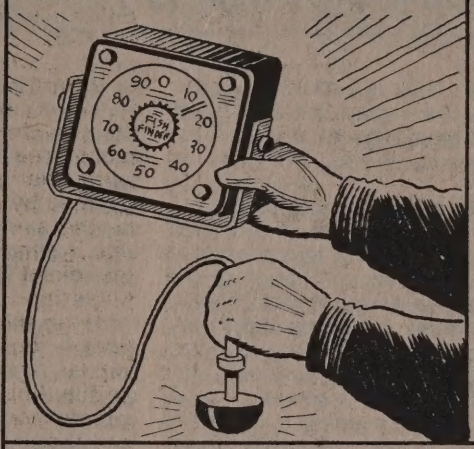
# ICE FISHING TIPS

BY FRED GUARDINEER

**RIG TIP-UPS** WITH ABOUT 30 YDS. OF 20-30 LB. LINE, *BRAIDED NYLON*, WITH 3-4 FT. OF MONO LEADER. YOU CAN SET THE HOOK BETTER WITH NYLON LINE AND IT WON'T BREAK ON THE SHARP EDGES OF THE HOLE.




**DEPTH FINDERS** ARE NOW VALUABLE AIDS IN LOCATING FISH AND MOST PORTABLE MODELS "SEE" THROUGH ICE. FIND CREEK CHANNELS AND HOLES BECAUSE THESE AREAS WILL HOLD FISH ALL WINTER.

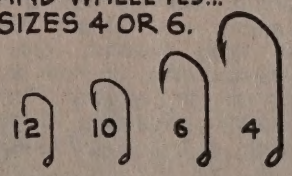



**A RAISED TIP-UP FLAG** INDICATES A BITE BUT NOT ALWAYS A HOOKED FISH. TAKE THE LINE IN HAND AND FEEL FOR A BITE - THEN SET THE HOOK AND RETRIEVE THE FISH HAND OVER HAND - YOU DON'T HAVE ROOM TO PLAY THE FISH.

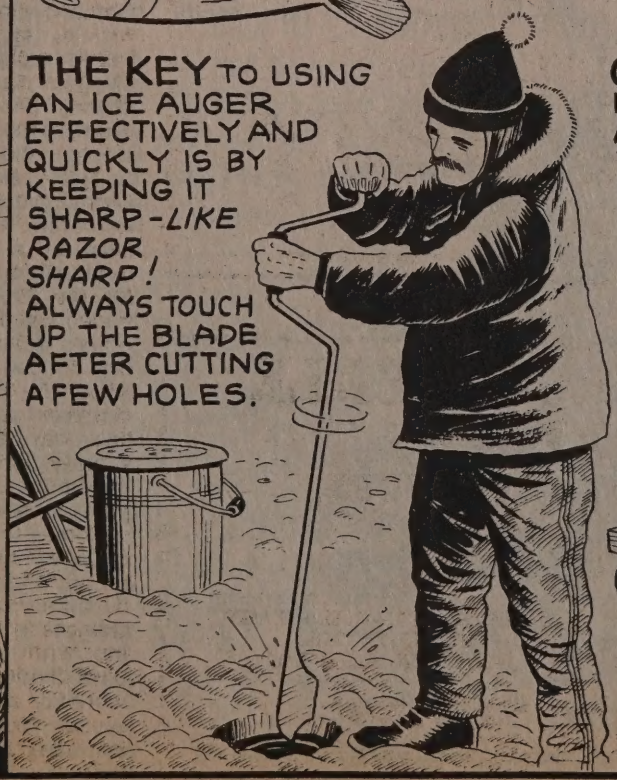
**HOOK LIVE MINNOWS** JUST UNDER THE DORSAL FIN FOR TIP-UP ACTION. MINNOWS WILL REMAIN ALIVE AND MORE ACTIVE IN THIS WAY FOR SEVERAL HOURS.

**RECOMMENDED HOOK** SIZES FOR VARIOUS FISH CAUGHT UNDER THE ICE:

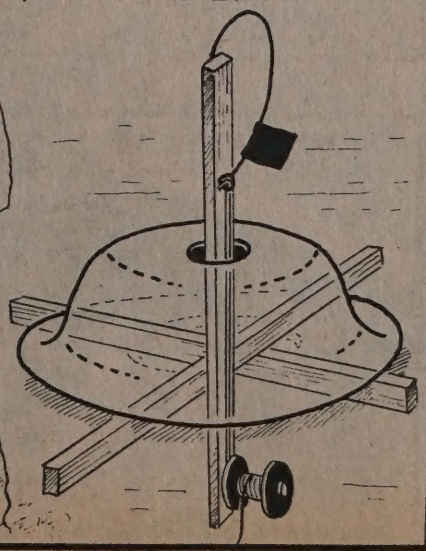
BLUE GILLS.. NO. 10-12.
CRAPPIES.. NO. 4.
PERCH, BASS, PICKEREL AND WALLEYES... SIZES 4 OR 6.




**THE KEY** TO USING AN ICE AUGER EFFECTIVELY AND QUICKLY IS BY KEEPING IT SHARP - *LIKE RAZOR SHARP!* ALWAYS TOUCH UP THE BLADE AFTER CUTTING A FEW HOLES.



**CUT A HOLE** IN A NINE-INCH DISPOSABLE PAN AND PAINT IT FLAT BLACK. THIS KEEPS HOLES FROM FREEZING WITHOUT USING ANYTHING ELSE.



# IT'S MAGIC!

## by Matt Ahern

**Not quite, but record keeping can help to improve your fishing prowess.**

Breathes there a fisherman with soul so dead, who never to himself hath said: "Jeeze...I wish I knew if those fish are gonna bite tomorrow."

With sincere apologies to Sir Walter Scott for paraphrasing his immortal words, every fisherman recognizes this intense desire to achieve some form of Divine Power. He seeks the key to all fishing problems; the end to all "you should have been here yesterday" gags. The solution may come some day (let us hope it never does), but while we wait, let me tell you of an interesting and educational method of putting fish in the bucket—with less strain or pain.

It's called record keeping.

Record keeping is not infallible, simply because every fisherman must eventually acknowledge that no man knows, or ever will know, all there is to fishing. This is the mystery which brings enjoyment for all who go a'fishing. Nor is record keeping something new. Many fishermen have been keeping records for years—and many of them have been doing so in secrecy. Some will absolutely refuse to divulge the contents of their record books, and who is to say they are selfish in doing so. Not me, for I know the effort that goes into detailing information for future reference. And I also know its rewards.

Let me give you an example.

Several summers ago, Shinnecock Bay fluke were more or less conspicuous by their absence. Though there were occasional spurts of action now and then, these occasions were few and far between. Al Dunn and I had tried several times to connect, but even throwbacks were scarce.

Finally, one evening in quiet desperation, I got out my record books and spent over an hour checking fluke entries. This trip, that trip; this tide, that tide; this wind, that wind; plus the effect of each on the overall fishing.

Then I struck pay dirt!

I called Al and asked him to come over...I knew where those fluke were, I told him. Less than an hour later, Al and I were going through the fluke entries for the past 10 years. I called his attention to two particular entries which coincided with the approximate date. Conditions were almost identical: the wind direction, the advancement of the season, the poor results we'd been having—all seemed cast in the same mold. The fish, I told Al, were in the "twenty-foot hole" I'd stumbled upon one summer day some years before. The area has produced twice since under similar circumstances (a fact completely forgotten until rediscovered by checking and rechecking those scores of notations).

The next morning, Al and I tried those areas which always produced some action (we wanted to give the record book a fair shake). As expected, we never had a hit. Then we went to the "hole" and nailed six fair-sized fluke and two bluefish. As Al said later "That record book is magic! Nothing but plain magic!"

And so it is. And the sooner fishermen make up their minds to start recording their activities, the sooner will their fishing improve. There is no other way to go but up.

One of the nice things about record keeping is its simplicity. It isn't necessary to spend lots of money for elaborate record keeping books: a plain, ordinary school composition book is all that's needed. My books have been in use since the late 1920s, and they show little evidence of the hard usage given them.

It is important that you enter everything of interest. If it's interesting to you, put it down; a simple notation which at the time seemed valueless may be the key to successful fishing in the future. You never know. As you gain experience, you will automatically know what is important and what is not. Never trust your memory—it is a notorious traitor.

Depending upon how often you fish, time will be the governing factor in getting enough entries for comparison purposes, but once attained, they will be "worth their weight in gold." You will find that going over your records is a pleasurable experience—especially on those cold winter evenings when TV becomes a bore. As you compare one fishing trip with its counterpart of past years, you will gain new insights on fishing—and often wonder how you managed without record keeping.

At the end of the year you should add up the trips, total the catch and compare the results with previous years. Then, and only then, can you definitely state if the fishing is or is not comparable to other years. Only **accurately** kept records will give you the necessary facts to do this. Don't

**Record keeping provides a handy reference to productive tides, baits and locations of past trips.**

kid yourself. If you caught only a half-dozen flounder on the day you expected to catch five dozen, enter those six fish. Give your reasons for the poor fishing, if you wish, but keep it honest. Your records may eventually tell you why you only caught a half-dozen fish that day, but of those make-believe fish, they will tell you nothing. Be serious about record keeping. If you feel you might lose interest, don't even start. Record keeping is not for the faint-hearted.

I have selected the following two entries from one of my record books to show you how I go about it. I have purposely used these two in order to show how important record keeping is. To do so, I have had to reach back thirty years. And in so doing, they will illustrate just how your fishing can be improved. If you wish, you may model your record keeping in similar fashion. Later, you can introduce your own innovations to suit your type of fishing.

**October 3, 1953, Saturday:** To Island Park with Nick, where we fished the "dropoff" in Schaeffer's Creek. Took 94 flounder, seven sea bass, one fair blackfish, numerous sea robins and bergalls. Fish showed a preference for bloodworm. All but last twenty or so, caught on outgoing tide. Fish shifted to deeper water as the tide got lower. Water warm. Fish—flounder 1/2 to 3/4 lbs.—94; blackfish, 2 lbs.—1; sea bass, 1/2 lb.—7. Weather: mild temperature. Light northwest wind.

The next entry was made the following week after fishing the same place. Notice how the fishing had changed.

**October 11, 1953, Sunday:** To Schaffer's Creek again with Nick. On the creek before daylight. Fished the "dropoff" again. Nothing. Not a bite. This time the fish were only in the creek channel; almost in the center. Took 23 flounder and one sea bass. No sea robins or bergalls. Almost all fish taken on incoming tide—a couple on high-water slack. Average fish a little larger than last trip. Still taking bloodworm. Tried soft clam—one taker. Water still warm. Fish: flounder, 1/2 to 1 lb.—23; sea bass, 1/2 lb.—1. Weather—mild. Southeast wind. Cloudy.

Without records, the fisherman is in the dark if he relies on memory alone. He has no trouble remembering he caught fish at a certain place in the fall of 1953, and that one of those trips produced much more than the other. True.

But which one? And why? Was the better catch made because of the tide, weather, or wind? Was the weather clear, cloudy, rainy? Without the black and white evidence of a record book, the fisherman is reduced to guessing—and guessing produces few fish!

The October 3rd entry shows a nice catch of fish. A week later, only a quarter of the catch. Without the record, you may remember the amount of fish, but surely not the wind direction; which was probably why the fishing dropped off. (Notice that word: probably. Any fisherman who makes a definite statement in such circumstances is foolish, indeed.)

Now. Eventually you may even forget in which season the 94 flounder were caught. But not if you have a record book. That information contained therein will establish a pattern that can guide you in planning future flounder trips to the same area. It never fails.

If both entries are studied, it can be seen that they contain a wealth of information, information that will have you speculating for a long time. If you wish to be more thorough in your record keeping, you can enter moon phase and barometric pressure. This would be of more interest to striper fishermen, I think, but there's no reason why you shouldn't do it. You'll probably find out much more than expected. I have done this from time to time, but to be of value it should be done consistently on every trip—which is something I didn't do.

Don't waste time getting started. Do it now! The next trip. You may not write your records with the deathless prose of Sir Walter Scott, but you will have found a new, exciting way to improve your favorite sport, one that will certainly enable you to put more fish in that bucket.

As Al Dunn said: "It's magic!"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MARINER OUTBOARDS

# A RETURN TO CODFISHING

## by Lou Mauriello

**It's no secret that south shore codfishing is on the rebound. Here are some tips that may help you join the bandwagon.**

Recently, while engaged in some correspondence with fellow scribe Matt Ahern, we got on to one of our favorite subjects. That subject is talking (or writing, if you will) about the "old days." Though I am not quite yet 40 years of age, I have been fishing long enough to remember the outstanding catches of bottom fish that were to be had within a short distance of my favorite port and the only one I could get to as a kid—Sheepshead Bay. I can recall dragging many a burlap sack full of fish onto the old BMT subway line for the trip home to Manhattan.

Whether we were porgy fishing on the Tin Can Grounds, blackfishing at Seabright or codfishing at Cholera, we were almost always assured of a few fish for our efforts and quite a few of those days turned into leap jobs.

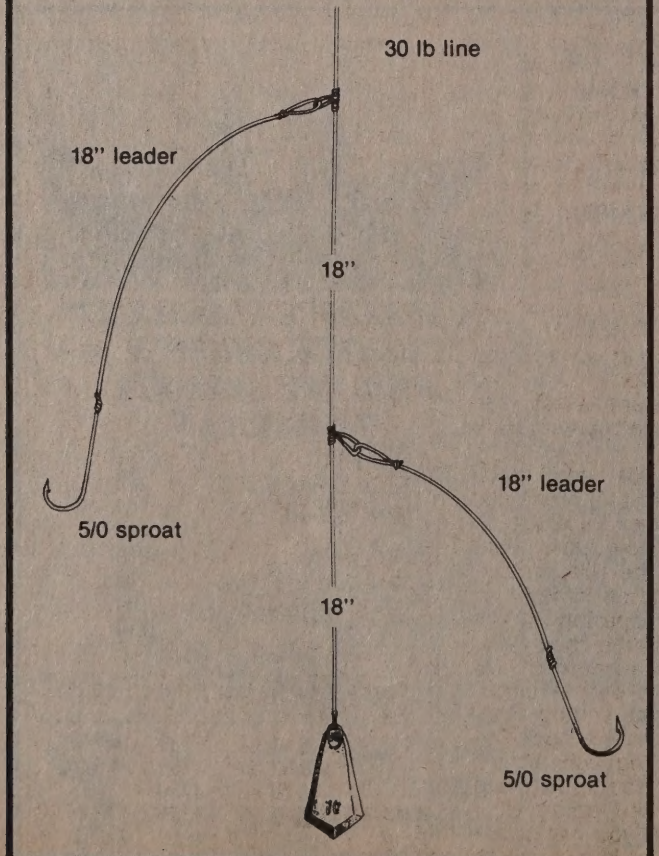
So, you ask, what happened to all those fish? Did we catch all of them in years past only to have a bleak future? My answer is an emphatic NO!

Any fisherman worth his salt (pun intended), realizes that the tremendous amount of pressure put on our groundfish species, by foreign fishing fleets, brought us almost to the point of tears because of the accompanying results. Most obvious was the absence of what is considered the king of our winter fishery: the codfish.

I can recall days when my personal total for a day's codfishing exceeded two or three DOZEN—that's right, I said dozen, fish. By no means am I bragging, just telling it like it is, or rather was. Due to the great amount of fish removed from our area by foreign draggers, we saw those great catches quickly diminish to the point that if you caught one or two fish per trip, you were considered very lucky indeed.

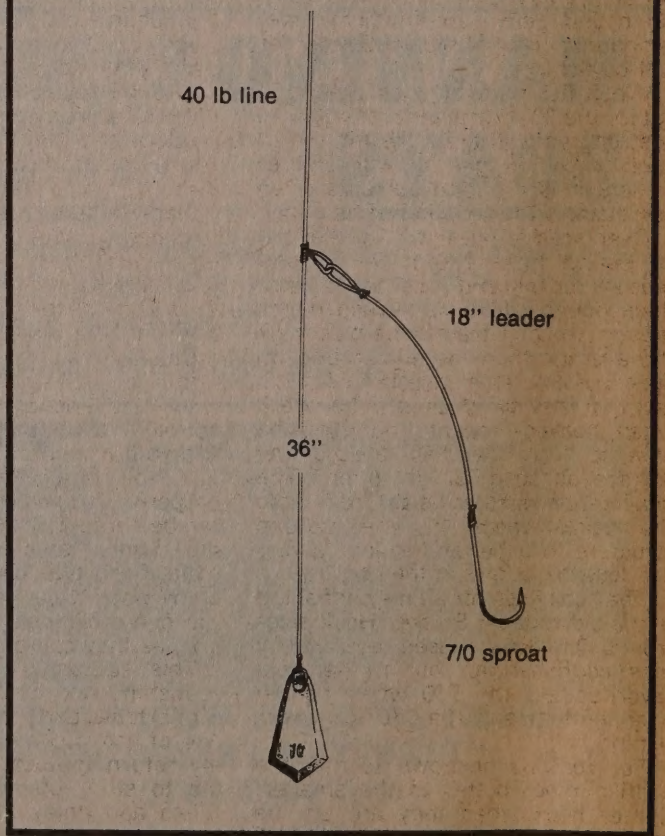
Fortunately, I truly believe we have

**FIGURE 1 - OPEN BOTTOM RIG**




**Open bottom rig shows one hook hanging just about sinker height and another hook about 18 to 20 inches above.**

**FIGURE 2 - WRECK RIG**




**Wreck rig shows only one hook tied in about three feet above sinker. No hardware is used anywhere and weights will vary according to depth and tidal conditions.**

gotten over the years of scarcity and are seeing a resurgence in the population of the codfish. Without a doubt, the biggest reason for this comeback is the 200 mile limit that was imposed on the foreign fleets that once worked in sight of our beaches.

Being the type of fisherman who doesn't relish the idea of standing at the rail of a boat in the wind and cold, and not being rewarded with at least a couple of fish in my bag at the end of the day, I have to admit to not making many trips for cod in the last few years. However, after seeing what some of the local party boats, sailing out of Captree and Freeport did to the new codfish population last winter and again at the tail end of '83, I am gearing up for what I think will be a banner cod season.

Heavy gear is essential for this type of fishing simply because codfish grow rather large. The average cod will run about 10 pounds and it is not at all unusual to see fish of over 50 pounds win the day's pool. The size of these fish, coupled with the fact that they must be horsed out of depths that can exceed 140 feet, calls for a rod with plenty of backbone. No spinning gear here, but stick to a conventional rod of about seven feet in length with a medium taper. I don't like fast taper rods for this fishing simply because they are too soft towards the tip and make dredging up a big fish that much more difficult.

On the above-mentioned rod, I like a reel in the class of the 3/0 Penn Senator. This reel is loaded with 30 or 40 pound test monofilament line, depending on what type of bottom we will be fishing.

When fishing over open bottom, I opt for the 30 pound line. I find that it is strong enough to do the job, yet it enables you to get by with lighter sinkers in the strong currents often associated with this kind of fishing.

Over wrecks, however, I prefer the 40 pound line. There are several reasons for this and I will try to point them out to you. First, when wreck fishing, the fish seem to be bigger on the average than the ones found on open bottom. This, coupled with the fact that they can duck into the wreck when hooked, means you must be able to turn the fish toward the surface as soon as he is on. The heavier line will also be able to handle the abrasiveness of the bottom structure in a better fashion, giving you less break-offs in the long run.

The hook I use for all my codfishing is the old reliable Sproat. Hook sizes from 5/0 to 8/0 are used regularly by most codfishermen, but my personal favorites are the 5/0 when fishing open bottom and the 7/0 for wreck fishing.

For reasons unknown to me, the codfish react better to the smaller, lighter hook when they are on the open bottom. It appears the lighter 5/0 presents the bait in a more natural manner than a heavy hook would, thereby bringing more hits. This size is small enough to fit into the mouth of a smaller cod, but strong enough to help land the occasional monster we run into in this type of fishing. I snell these hooks with about 18 inches of 40 pound test leader material and rig them in a standard hi-lo rig.

As I stated above, for wreck fishing, I prefer the 7/0 hook and this hook is also snelled with an 18 inch leader of 40 pound material. The basic difference here is, the rig is made up of one hook (as illustrated). My reasoning for this is that the wreck will snag two hooks twice as quickly as one. Also, try to imagine yourself hooked into a double-header of 30 or 40 pound cod, which is a possibility on these wrecks, and there you are trying to pull them north while they are trying to go east and west. I'll take those big fish one at a time, thank you. I find the 7/0 hook big enough for the larger fish found on the wrecks and large enough to hold all the bait necessary for codfishing.

Here is where I may ruffle the feathers of a few of you readers out there. It is my opinion that nothing beats fresh shucked skimmer clam as codfish bait. I have used conch, when the bergalls were thick, but otherwise find the skimmer best. When putting this bait onto your hooks, try to remember you are trying to catch a codfish, not feed or choke him. Don't keep putting clam on the hook until it is halfway up the leader but rather, put on just enough slices of bait to hide the shank while still leaving the point exposed. Make sure the point is well sharpened as these fish have tough mouths and you will have plenty of stretch in your monofilament due to the depths you will be fishing.

There are times when codfish will be picky and they will just lay on the bait, with no discernible hit of any kind. At times like these, they are rather difficult to hook. Most times, however, a cod will give several good tugs when taking the bait. Do not try to hook him on the first bite, but wait a few seconds to let him munch on the bait and then sock it to him with gusto. If you've done everything right, you will find yourself attached to a fish that doesn't want to leave the bottom and will test both your tackle and your muscles.

If you take care of your catch properly, you will find that fresh cod can be a true delicacy when served on the dinner table. They have lean, white flesh that can be prepared in many ways. One word of caution: do not overcook them, especially a big one, as they can get quite chewy.

This season, I will resume my codfishing aboard one of the large, comfortable party boats sailing from one of the nearby ports. Hopefully, my return to codfishing will enable me to stock up on some delicious fillets and enjoy myself doing it. I hope to see some of you out there along with me, and who knows, years from now we may be able to refer to the 80s when we speak of the "return of the codfish."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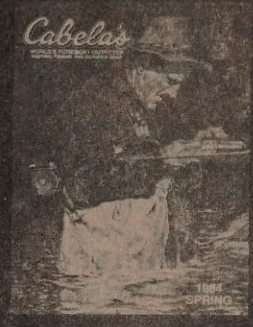


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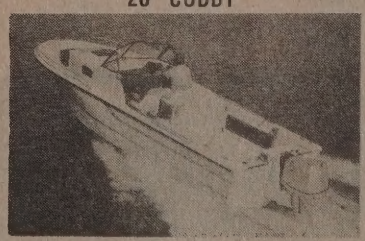

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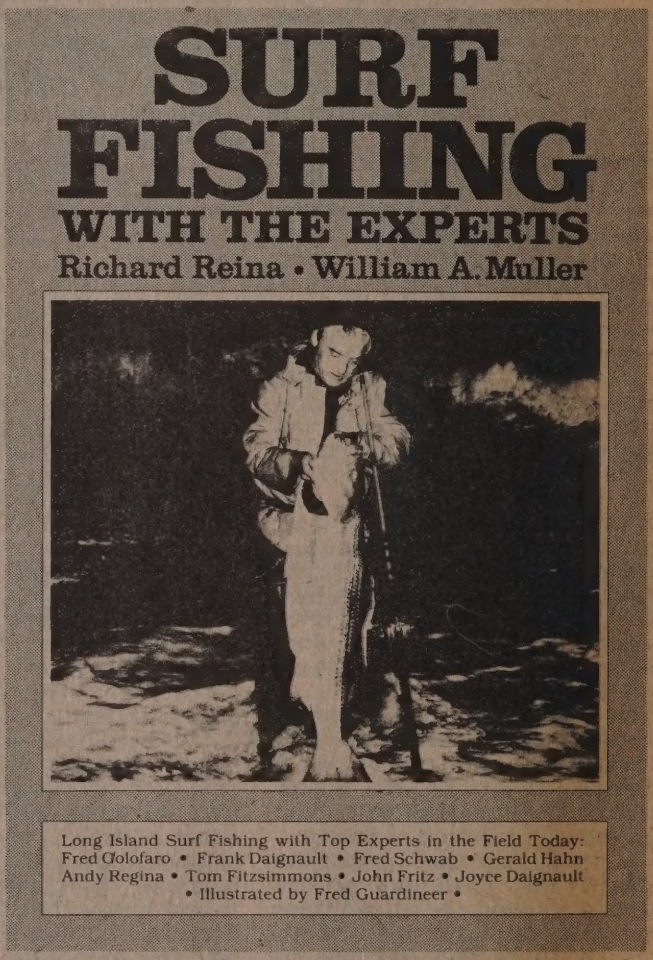
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# PARTY BOATING IN SOUTH FLORIDA

*by Al Ristori*

A survey conducted by the National Marine Fisheries Service (NMFS) a few years ago disclosed the fact that the state other than their own which New York and New Jersey anglers were most likely to fish in during the year was not one of the neighboring states here in the Northeast, but Florida. Indeed, there seems to be a mass exodus to the Sunshine State in the winter—and the fishing opportunities are unlimited. Unfortunately, for those on tight budgets, Florida fishing can be quite expensive—though that needn't be the case if you check out the party boats.

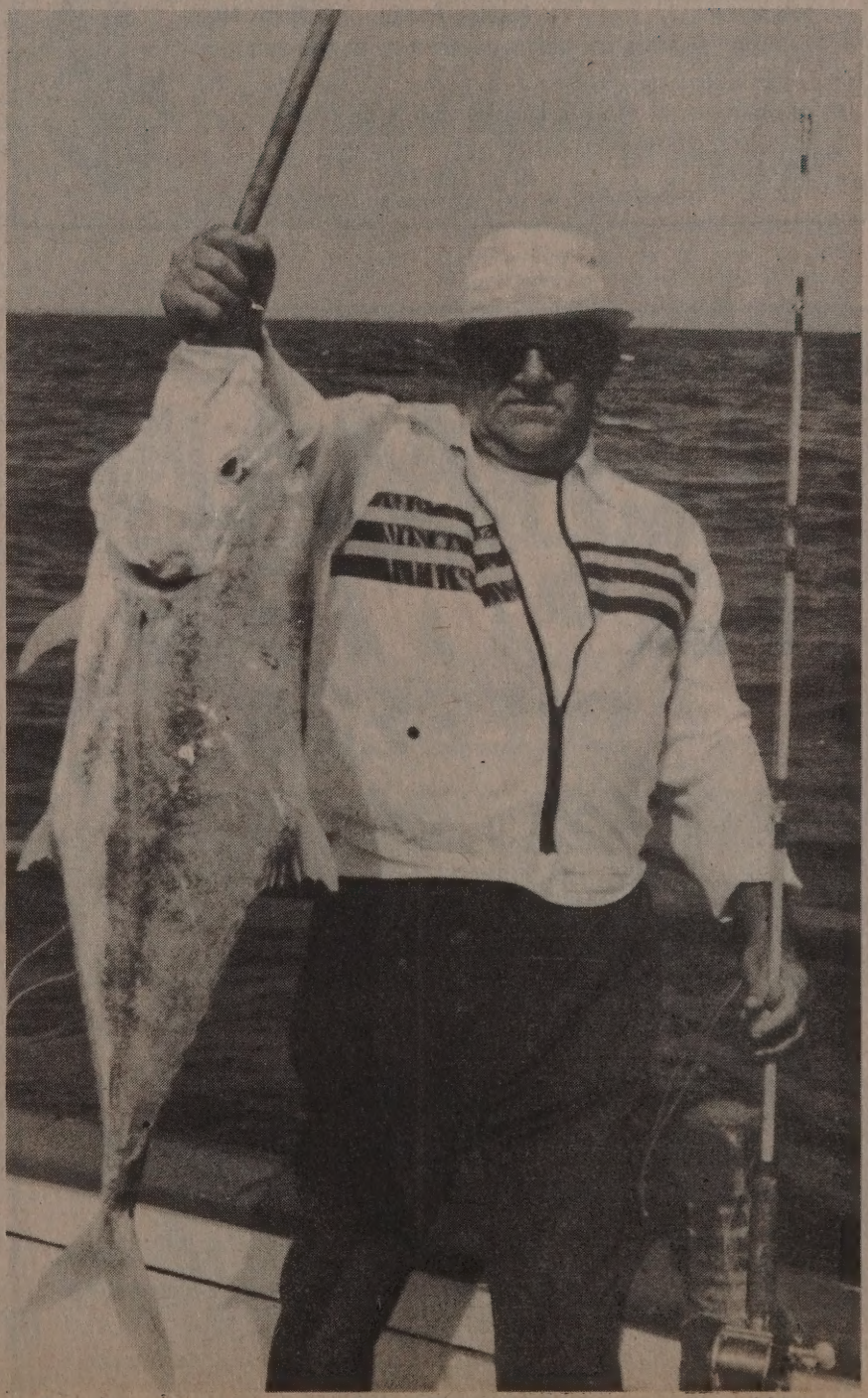
Almost everything caught from charter boats can be taken from a party boat, though you obviously have a much slimmer chance of connecting with the glamor species. Florida party boats generally concentrate on the basics: kingfish (king mackerel) and reef fish; snappers, groupers, grunts, etc. However, in the course of that fishing you're liable to hook onto a big barracuda or other surface game fish such as cobia, African pompano, amberjack and even an occasional sailfish.

Generally speaking, your best bet for winter party boat fishing is southeast Florida from about the Palm Beach area to Key West. That's where the warmer water and the migrating fish are concentrated, though boats further north along the Atlantic side and in the Gulf do have some deep water bottom fishing to offer all winter.

From Palm Beach to Miami, the number one attraction in the winter is the kingfish. These slim and speedy fish are great gamesters—and a treat on the plate as well. While most of the party boat catch consists of four to eight pounders, there are lots of bigger ones available for the catching. Kingfish of 20 to 50 pounds are frequently boated, and they are quite a thrill since their first run is a real "smoker!" Be sure to keep your finger off the spool or that's what will be doing the smoking instead of the drag washers!

Kings are also important in the Keys, though there the party boats have the option of fine reef fishing. Key West is a different world altogether. The few party boats have

(Continued on next page.)



On a trip out of Islamorada, this visiting angler put away a large African pompano.

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both fine reef and wreck fishing locally and exotic reef fishing in the Dry Tortugas to choose from.

While the kingfish boats on the mainland have hours more familiar to those of us from the north, party boat fishing in the Keys is very much "laid back." Typical is the Capt. Jack III, sailing out of Bud & Mary's in Islamorada. Like most of the party boats in southeast Florida, the Capt. Jack III is usually referred to as a "drift boat"—though Captain Jackie McGuire more often fishes at anchor. No need to lose any sleep in the rush to make the daily sailing—the boat doesn't leave until 9:30!

The Capt. Jack III is a full day boat, returning at about 4PM. The reason they're able to leave so late (and that sailing time is pretty standard in the Keys) is the fact that the reefs are only four or five miles away. Even the half-day boats leave late, and that seems to be what the basically tourist trade desires. The fare on the 65 foot Capt. Jack III is $22, with a rod and reel rental going for another $3. However, as is typical of Florida party boats, terminal tackle is free. The latter can be a significant expense as lots of egg sinkers and hooks are lost in the rough bottom.

Kings are usually fished on the drift, though at other times they hit better in a chum slick from an anchored boat. Live bait is preferred, and the Capt. Jack III is unique in providing it at times. Jackie McGuire used to stop the boat on patches, before reaching the reef, and throw his cast net over schools of pilchards. Unfortunately, you can't count on catching those pilchards every day without spending a lot of time at it—so Jackie only does this now when they're thick. However, he is often able to obtain a supply by catching them from a skiff before the boat sails. Generally, kingfish results will be a lot better with the live pilchards—and bottom species also respond very well to frisky baits.

Some regulars take along a shrimp bucket and buy a dozen or two live shrimp before leaving. At times this can mean the difference between success and failure. Normal party boat baits are balao, mullet, and squid. A whole dead balao is a good bait for a big kingfish, and is also effective on the bottom if you're seeking a large snapper or grouper. At times, Jackie is able to catch live balao on the reef with his cast net—and those make "sure thing" baits.

Unless the kings are thick, the Capt. Jack III usually anchors over a good piece of reef and chums with frozen bricks of ground fish. Anglers toward the stern will free-line baits in that chum slick for kings and the delicious yellowtail snapper. Others will work the bottom for snappers and groupers, plus the many other species that occupy the reef. Some of the small fish caught on bottom are just right for a live bait to be put right back on bottom for a big grouper—or floated well away from the boat in

hopes of attracting a big surface game fish. Not infrequently, sailfish are caught in that fashion. One old-timer I knew caught 50 sails from party boats in the Lantana area (near Palm Beach) before he died. On some party boats the crew will put out a live bait on heavy tackle and offer the chance to catch the hoped-for sailfish to any customer who's willing to mount it.

The reef isn't always productive, especially if the winds bring in dirty water from the shallows. In that case Jackie anchors over good bottom in deeper water for the small, but abundant, vermillion snappers and an assortment of bigger groupers and snappers—plus possible kingfish and amberjack. In the Keys, all of this fishing is within a few miles of the dock, but boats to the north may have to run much further for good fishing. In order to contact Jackie, a Freeport native, call him at (305) 664-3271.

Key West daily party boats also have to run longer distances, with some of the wrecks they fish being a couple of hours away. However, they usually do very well when they reach them—even offering the angler an opportunity to catch such exotic party boat game as cobia and permit. The latter is the king of the flats and a very difficult fish to catch under such circumstances. However, they are often abundant on the Gulf wrecks (usually in 40 to 60 feet of water) and respond well to live crabs. Furthermore, they're normally big permit of 15 to 30 pounds or more. The cobia are even bigger, often well over 50 pounds.

Long range trips can get you into even more exotic fishing. The Dry Tortugas offers outstanding reef fishing and is most easily reached from Key West. The Viking Starship and Capt. Joseph are no longer fishing there in the winter, but the Yankee Capt. from Gloucester has been making two, two-day trips every winter for many years and will continue to do so. For information, write to Yankee Fleet, P.O. Box 4068C, Key West, FL 33040 or call (305) 294-7009. The Winner catamaran boats also make two and three day trips there out of Marathon. Contact them at P.O. Box 128, Marathon, FL 33050, (305) 743-6969. On the mainland, there are trips to the Bahamas out of Miami and also on the famed Helen S Fleet at Sands Harbor Marina, Pompano Beach, FL 33062, (305) 041-3209.

Some other things about Florida party boats may surprise you. Since the business is very tourist-oriented, the service is exceptional. Mates rarely fish and spend a lot of time instructing novices on how to handle their tackle and bait the hook. Rather than throwing fish in a bag, they are carried away by the mate to be placed on your own personal stringer in the cooler—an important factor in the Florida heat. Though northern party boats fishing there may run modest-sized pools, the local boats normally don't do so at all. Generally, it's first come-first served for rail spots, but some boats (including the Capt. Jack III) do take reservations.

What should you bring for Florida party boat fishing? Generally, you'll be able to get by nicely with the same tackle you use up here. The cod gear is fine if you're trying to hook a big grouper on bottom. Porgy tackle is fine for the reef sport with yellowtails and small kings, though many anglers prefer to use light spinning or bait-casting gear. Light mono and a hook tied directly to the line is sometimes necessary to fool those wary "flag" yellowtails, but you won't boat many kings without a wire leader. Don't forget your jigs. Lead-head jigs are very effective on kingfish (especially when tipped with a piece of shrimp or fish), and so are banana lures. I've also done well with diamond jigs on the kings, but haven't had as much success with them on reef species as I've had on the same fish in the Bahamas. Carry the Sekora #72 Cow Killer to throw at a big 'cuda or cobia—it's deadly!

Florida party boat fishing is great sport which can be enjoyed by the entire family at modest cost. Pick your days and nights (kingfish often hit well in the dark and many Palm Beach to Miami boats make night trips) carefully as winter seas are often rough—though that doesn't necessarily hurt the fishing. Chances are you'll end up with fish you've never caught before, a delicious meal and, almost surely, a great tan!


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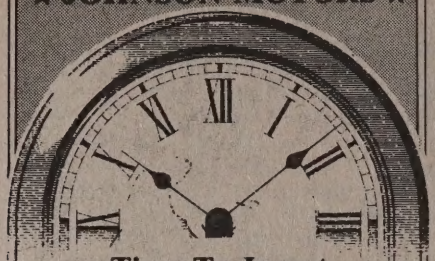

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Forward and up one step is the Whaler 27's foredeck platform. Its unencumbered space completes the boat's 360 degree fish-fighting capability.

Amidships is a tightly conceptualized control station, with sliding bench seating for two at the helm and a port seat that hides a 7-cubic-foot cooler. Lockable storage is plentiful below the helmsman's seat and on the bulkhead below the wheel.

Functionally arranged on the instrument panel, a keyboard of red rocker switches puts the boat operator in full electrical control. The tachometer, voltmeter, temperature gauge, and trim indicator are all mounted in easy view. A tray for coffee and miscellaneous items sits just below the instrument panel. Surrounding it is enough console space to mount a knotmeter, depthsounder, fishfinder, Loran and whatever else it takes to home in on the fish.

Below deck, the Whaler 27's 10-foot beam means at least 50 percent more cabin room than that of any previous Whaler, making it a weekend retreat as well as a fishing machine. A large horseshoe settee converts to Vee berths (or a double) and provides lots of storage beneath and above.

Like all offshore Whalers, the Whaler 27 slices neatly through oncoming seas on its Vee hull. Modified cathedral sponsons assure stability at trolling speeds and when boating the big ones. The traditional Boston Whaler fiberglass-foam sandwich construction strengthens and stiffens the hull in all directions, making the 27 solid as well as unsinkable. And along with every Boston Whaler, the Whaler 27 is backed by the company's strong warranty—ten years on the hull two years on all parts and options, and one year on all cosmetics—no matter how the boat is used or how often it's sold.

### NEW LOOK TO PHOENIX 38 FOOTER

A totally new, redesigned aft cabin bulkhead tops the list of exciting new features on the popular Phoenix 38. The all fiberglass, sound insulated main cabin aft bulkhead has a large, one-piece sliding door with anodized aluminum frame and track. The redesigned bulkhead provides increased interior salon wall space in the already spacious main cabin.

New interior decor packages featuring a deluxe green theme will be standard for the Phoenix 38 in 1984. The soft green earth tones compliment the extensive use of natural teak panels and trim. All interior teak on the Phoenix 38 receives three coats of hand-rubbed oil that results in a soft, long lasting finish that cannot be achieved with high pressure laminates.

Standard features such as aft helm flybridge, saltwater washdown and transom door with gate, combined

with Phoenix' deep-V hull design make the Phoenix 38 ideally suited for the serious sport fisherman. The Phoenix hull design incorporates double deadrise convex bottom sections and twin propeller pockets for the ultimate soft ride and exceptional lateral stability under way and at rest. A wide range of power choices assures economy and performance required by even the most demanding fisherman.

For additional information about the Phoenix 38 or any of the exciting new Phoenix models for 1984, contact Jim Dietz at Phoenix Marine Enterprises, 1775 W. Okechobee Road, Hialeah, FL 33010 or call (305) 887-5625.

### PRO-LINE'S NEW PRO 20 SPORT A CULMINATION OF NINE YEARS OF CONTINUAL REFINEMENTS

The constant annual refinements have never amounted to more than a series of very minute changes, but the process has been so ongoing and so complete that the 1982 version of the popular PRO 20 Sport bears almost no resemblance to the original model introduced nine years ago. The handsome, center console, outboard-powered fisherman is ideally suited to the shoal draft requirements of working the "back country," or just casting in freshwater sloughs and marshes, but is also famed for having the strength and stability to range far offshore.

A Bimini top heads an impressive list of standard equipment furnished by the manufacturer, some of which are unusual in the industry. The list includes a durable aluminum-frame windshield, bow rail, twin helmsman seat, extra large teak step-pads, and recessed rod holder storage. A destroyer wheel is standard on all boats manufactured by Pro-Line.

Storage on the beefy 20 footer is maximal and includes two lockers aft, one with overboard drain for cold drinks or bait, the other for battery and miscellaneous storage. There is excellent storage under the console for radio equipment and electronic gear and additional wet storage under the console seat. Two good-sized dry storage compartments occupy the space under the casting platform, and there is an anchor locker forward. Part of the durability of the efficient-looking sportfisherman stems from the minimum use of upholstery and non-durable fittings to simplify maintenance chores.

Options required by the most dedicated fisherman are available, including front storm spray canvas which covers the entire forward casting platform and includes a drop privacy curtain, teak dive platform half, cockpit lighting, and outboard mounted bait well.

Although the BIA-certified Pro 20 Sport is rated for 170 hp, the manufacturer suggests that outboard power in the 100 to 140 hp range is adquate and should produce speeds to 35 mph.

For more info, write Pro-Line, Box 1348, Crystal River, FL 32629.

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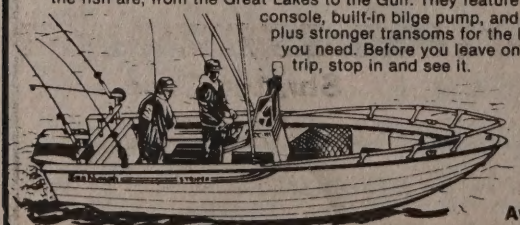

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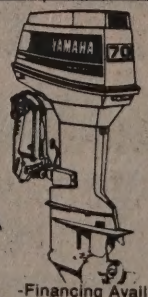


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**Sea Nymph**


inboard/outboard, and the 206 Overnighter Sea Drive models. In contrast to the beige gel coat color with brown trim of earlier 20 footers, the 1984 models are Grady White's off-white with blue trim. But perhaps the most visible change is the smooth-sided hull, which replaces the lapstrake sides.

The changes in the 1984 Overnighter Series are much more than cosmetic. Grady White had added storage compartments and tackle drawers in the fiberglass-lined self-bailing cockpit. Under the helmsman's seat, there is a large lockable dry storage compartment. Under the companion seat, three sliding tackle drawers are housed in a large, lockable compartment.

Two large, insulated fish boxes with overboard drains are located behind the helm and companion seats. In the outboard 204-C, there are two removable bait wells and an insulated fish box at the stern. Inboard/outboard and Sea Drive models have a rigging area aft complete with four vertical rod-storage holders.

Behind the lockable teak door, in the cuddy cabin, there are two bunks, underbunk storage, room for a marine head and four rod storage holders. The new instrument panel features VDO brand gauges. In the bow, there is an anchor locker underneath the cushioned seat that's readily accessible through the wide, recessed, non-skid walkway around the cabin.

Taken together, the design refinements and not-so-subtle hull and color changes make the Overnighter Series brand new for Grady White's 1984 line of 26 models from 17 to 25 feet. "Every year, we make changes and refinements in our boats to keep them up-to-date with changing technology," said sales manager Jim Stoneman, "the redesign of our Overnighter Series ensures that these boats will remain the state-of-the-art in 20 foot walkaround cabin fishing design."

Grady White Boats is located in Greenville, North Carolina.

### AQUASPORT'S NEW 222 WT APPEALS TO EVERYONE

With the introduction of the 222 Walkthru, Aquasport bucks the modern day trend toward specialization and offers a rig that has something for everyone, no matter what they like to do on the water.

This 22 ft. 2 in. craft has standard features that can be appreciated by anyone. These include safety considerations such as the self-bailing cockpit sole which is non-skid and non-glare, and Aquasport's special all fiberglass multiple girder-type stringer system for rigidity, and flotation containment. Even the 85 gal. aluminum gas tank is isolated in its own fuel compartment to minimize the possibility of fumes spreading in case of a spill.

For the person who is a sometime fisherman, Aquasport has included a baitwell and recessed, out-of-the-way

teak rod racks. When he wants to go skiing, the ski tow rings are readily available.

There are many options available to customize this multi-purpose boat. These include a fishing group with optional outriggers and circulating baitwell pump, a canvas group, and even a special diving package.

Many components of the 222 Walkthru are integrally designed, eliminating the problem of working loose over a period time. These include a depthfinder/radio locker, sink with drain, anchor and dock line storage lockers, as well as the molded-in bow seats. Access to these seats is through a stylish new custom walkthru windshield.

The 222 WT has an 8 ft. beam and weighs 2200 lbs. It is available in a wide variety of power options which include outboard, I/O or Sea Drive.

From Aquasport Boat Co., 7925 W. 2nd Court, Hialeah, FL 33014.

### CHRIS CRAFT PUTS NEW ACCENT ON FISHING

The new fishing boats on display at the 1984 Chris Craft World Marketing Conference at the Hyatt-Regency in Sarasota, Fla. in July, 1983, showed that the world's oldest pleasureboat company is moving back into the sportfisherman market with a roar.

It's taken over a year and a half to rebuild Chris Craft's sport fishing fleet, but the firm now has a total of 17 models in the slips, ranging from 18 to 42 feet in size, and all uilt to meet the needs of the competition fisherman.

As recently as two years ago, there were only six sport fishing models in production.

The Chris Craft fishing fleet on display at the firm's 1984 World Marketing Conference included nine sportboats and eight sport fishermen or the easily adaptable sport sedans.

Biggest of them all is a new 42 foot sport fisherman. Ranging down from there on the cruiser side of the company's product line are seven other sport fishermen or sport sedans—two at 36 feet, two at 33, two at 31, and one at 26. One each of the 36 and 31 footers are brand new this year.

### NEW SPORTFISHERMAN FROM HARRIS CUTTYHUNK BOATS

Harris Cuttyhunk Boats of Falmouth, Mass. has introduced a new 28 foot Sportfisherman model based upon its successful 28 foot commercial hull. Designed for offshore tuna and swordfishing, the first boat was built for Peter Jay of Vineyard Haven, Mass. and was clocked at 25.8 KPH during sea trials. The "Deadline" is powered by a 350 cu. in. Crusader gas engine rated at 270 hp at 4000 RPM and turns a 19x16 3-blade propeller through a 1.9 to 1 gear. According to the builder, several of the commercial model Cuttyhunk-28 boats have been built for fishermen on Long Island with several more on order.

### TWO ADDITIONS CUT NEW WAVES IN SEA RAY'S CUDDY CRUISER LINE

Dramatic changes have been made in Sea Ray's Cuddy Cruiser series, resulting in two new models for 1984.

A total of three models make up this popular series line with two new 21 and 24.5 footers (the 210 and 245) joining the returning 22.5 foot (225) Cuddy Cruiser.

The 210 has a new hull with a design similar to that offered on the sleek Monaco Runabouts. And the net performance result is the same as the Monaco. The 210 gets on plane quicker with less bow rise and excellent performance at the lower and mid-range RPM settings, yet suffers no loss of top end speed.

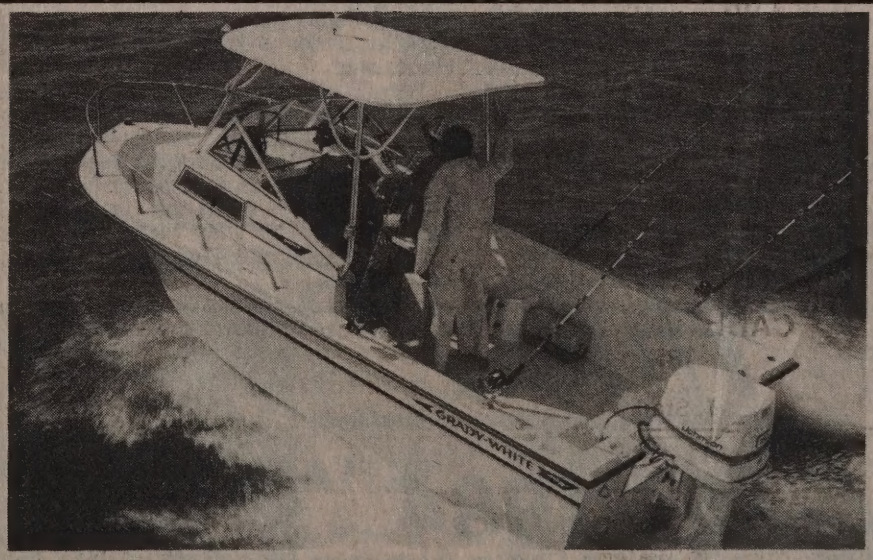
The deck design is also new, providing enough extra headroom in the cabin, eliminating the high-low bunk cushions necessary in last year's version. Other new features on the 210 include a ski storage area underneath the cockpit floor, aft concealed storage for the soft top and camper covers, plus additional storage for more skis and additional gear.

The 245 also has a new hull with a lower liner and deck combination giving a more inviting profile with a cockpit similar to the 235 Cuddy Cruiser, only roomier.

All three Cuddy Cruisers have stowaway aft jump seats which allows


# 1984 GRADY-WHITE 204-C Overnighter

The Original Walkaround ★

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(516) 421-3717

**Port of Egypt Marine**
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(516) 765-2445

**Shelter Cove Marine**
610 Clarance Avenue,
Bronx, N.Y.
(212) 822-3054

**Eddie's Marine**
210 2nd Street, Far Rockaway, N.Y.
(212) FA7-3168

the fisherman to get to the fishing action easier. And both the 225 and 245 feature aft seats that convert to bunks.

Each model in the trio of cabin cruisers, observers say, is roomy, without the closed-in feeling, above or below decks, that many other competitive boats seem to suffer.

The Cuddy Cruiser series feature: stern drive power inside Sea Ray's quality foam flotation hull, stainless steel fittings and marine hardware, full swim platform and ladder, navigation lights, plus interior appointments such as back-to-back sunbather seats, a fiberglasses tackle box in the aft deck, numerous comfort features throughout, complete instrumentation in a custom dash, power steering and power trim.

**GRUMMAN CENTER CONSOLE**

Designed for the fishing enthusiast who wants 360 degree fishing freedom, the 16 foot center console's standard features include: teak trim on side decks and transom; a 12-gallon insulated ice chest; an aerated livewell; sliding doors in the aft fuel compartment; and two large bow storage compartments. The console, large enough to accommodate all the electronics necessary for landing the big ones, is wood grained and has both a windscreen and grab rail. For more info, contact: Grumman Corporation, Bethpage, NY 11714.

# MOTORS

**NEW 1,000 HP DIESEL BIGGEST ENGINE AT NAT'L BOAT SHOW**

Hailed as the largest, most powerful pleasure boat engine to be displayed at the National Boat Show first held in 1905, a Johnson & Towers 1,000 horsepower, 12-cylinder marine diesel designed for sport fishing boats and fast offshore yachts over 55 feet long is making its public debut at the 1984 edition of that exposition in New York's Coliseum, Jan. 12-22 (booth B-48, 2nd floor).

More than two years in development by the engineers at J & T, the JT 12V-92TI (turbocharged and intercooled) marine powerhouse weighs well over two and a half tons (5,360 lbs.) and measures eight feet long by more than four feet high and four feet wide. Retail price is over $100,000.

The first pair of these have been shipped to a yacht builder in Italy for installation in a 60-foot high-performance cruiser.

"This is certainly the biggest diesel we have ever marinized completely for pleasure boats," said Al Harris, VP-Marketing for the Mount Laurel, NJ, diesel engine specialist, "yet it weighs only 5.36 lbs. per horsepower, an extremely efficient power package."

Based on a Detroit Diesel block, the unit was completely engineered for marine use by J & T. Extensive testing on Johnson & Towers' own dynamometer has proved it to be durable under extreme conditions, Harris said.

The JT 12V-92TI is a logical result of all the research and development the company did in perfecting its marine 6V-92TI and 8V-92TI engines that have proven so popular for boats up to 55 feet or so in the past few years.

The new engine has twin low profile heat exchanger cooling tanks similar to the single tanks especially developed for the 6V and 8V-92 J & T marine engines. It also features dual raw water pumps, dual intercoolers, dual secondary fuel filters and fuel coolers, a split fuel system as if it were two 6V-92s together, stainless steel fabricated exhaust manifolds, and positive air shut-down as part of the fire control system.

"Our new engine has been described by some outside marine diesel experts as perhaps the most significant engine yet developed in the high-speed, high-horsepower marine field," Harris said.

For more information, contact: Al Harris, VP-Marketing, Johnson & Towers, Inc., PO Box 38, Moorestown, NJ 08057; (609( 234-6990.

**MERCURY 1984 PRODUCT LINE**

Oil injection for Mercury's Merc 150 and Merch 200 V-6 outboards is one of many significant new engineering features in the 1984 line, according to product director Bill Bucher. Mercury has also developed a new power trim system for the six-in-line Merch 90 and Merch 115 and the four-cylinder Merc 75.

A new model, the Merc 2.2, will complement the low horsepower line-up, Bucher said.

The new oil injection system delivers the optimum oil mixture on immediate engine demand, from 50 to 1 at wide open throttle to 100 to 1 at idle. It is programmed to meet changing engine demands; oil and gas mix automatically, eliminating measuring and guesswork. "Once the auxiliary three-gallon oil tank is filled, a proper mix is assured. The oil injection system feed oil into the fuel at the best possible location, the fuel pump," Bucher said. "From the fuel pump to the cylinders, the new system provides lubrication to the combustion chamber in the same


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manner that it has since these durable outboards were introduced."

### MARINER INTRODUCES NEW, LIGHTWEIGHT TROLLING MOTOR

A new lightweight Mariner electric fishing motor is now available. Designed for fishermen, the new Mariner 222 trolling motors are built to provide maximum thrust with minimal battery drain.

Mariner Product Director Al Castrodale said, "Mariner does not have a model year, and technical improvements and new models are added to the line as they are developed." The lightweight models are available in transom mount and deck mount remote control models. They develop their high thrust performance from an efficient motor connected to a large, slow-turning propeller driven by a patented planetary gear system.

"With Mariner trolling motors, you get the longest battery life of any electric outboard at any level of thrust," Castrodale said. This means more pulling power from less battery power and more fishing time per battery charge. Requiring only one 12-volt battery, Mariner trolling motors save space and weight in the boat.

The Mariner 12-volt 222 delivers thrust equal to many 24-volt systems. Thrust is the performance rating criterion for electric fishing motors. Mariner's new 222 generates maximum thrust (21 pounds) at minimum battery drain (21 amps of current draw).

The large 10½ inch, slow-turning prop with swept-back blades minimizes weed fouling. The prop is designed to "forgive" a fisherman's accidental encounter with rocks or logs, as the impact resistant polycarbonate "gives" instead of breaking if hard objects are contacted. "It's one of the toughest trolling motor props in the industry," Castrodale said.

Unlike competitor's models, it has a heavy duty rubber handle which makes one-handed raising and lowering a simple operation. The motor locks automatically when set in the water.

The remote foot control model mounts on the deck. It operates through 360 degree steering with four speeds and an on-off switch in the foot pedal. The steering cables are flexible stainless steel in a closed loop, making the system durable, with no steering gears to wear out. The lightweight foot pedal is injection molded glass reinforced nylon. It can be permanently mounted in the boat if desired.

The transom mount can be adapted to any boat, and mounted on the bow or stern. The vertical depth adjustment clamp and choice of steering head positions, plus the easy-to-use pushbutton tilt angle settings make the new Mariner 222 a perfect fishing companion. It also has 360 degree steering with a steering friction knob. Four speeds are controlled through a


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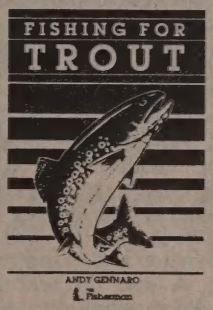


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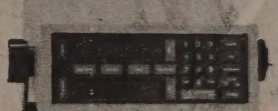

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twist grip control handle.

Mariner Outboards, based in Fond du Lac, Wisconsin, offers a full line of 48 outboard models in 18 power options, ranging from two to 200 horsepower, plus seven electric trolling motors.

## NEW BROCHURE EXPLAINS OIL INJECTION SYSTEMS FOR OUTBOARD MOTORS

An illustrated, four-page brochure from Suzuki Outboards details the operation and advantage of oil injection systems for outboard motors.

The workings of the system are described through a full-color diagram and photos of the components. The precision metering system automatically changes the oil-gas mixture to match operating conditions, going from 100:1 at idel to 50:1 at full throttle.

Advantages of oil injection include convenience and reduced operating costs. There's no need to mix gas and oil manually—and no guessing at the proper ratio. Oil is poured into a reservoir on the motor and is metered by the system. A low oil warning system lets you know when oil needs to be added to the reservoir. Because the motor receives the precise amount of oil it needs, oil consumption is reduced and performance improved throughout the operating range. In addition, spark plug life is increased and fouling reduced.

Oil injection is standard on seven models of Suzuki outboards from 40 hp through 140 hp.

The brochure contains full details and specification tables and is available free from Suzuki dealers or by writing Suzuki Outboards, U.S. Suzuki Motor Corporation, 3251 E. Imperial Highway, Brea, CA 92621.

## NEW FISHING MOTORS ARE LIGHTER, MORE POWERFUL

Increased thrust and reduced weight and size highlight a selection of new electric and gas-powered fishing motors.

They are offered in Sears 1984 "Boating and Fishing" catalog and the company's larger stores.

The thrust in three new DieHard electric trolling motors has been increased to 15, 20 and 25 pounds from 14, 17 and 24 pounds. A fourth motor remains at 30 pounds. All four are solid-state and feature twist-grip speed controls.

An exclusive "high grip" battery connection on the electrics is engineered to help prevent fastening clips to the wrong terminals. When the grip is released, the squeeze clips fit the terminals exactly. Hoods over each terminal reduce the possibility of arcing.

To save space in the boat, two of the company's gas-powered Gamefisher mini-motors feature a new compact shroud design. Included on 5-hp and 7.5-hp models, the shroud cuts motor height by two inches and length by four inches.

These two motors are lighter than before. The 5-hp model weighs 33 pounds, down from 36 and the 7.5 hp motor drops from 40 to 35 pounds. For more precise speed control, all Gamefisher gas mini-motors now have a twist grip throttle, except for a 1.2 hp model.

For the first time, the Boating and Fishing catalog features replacement propellers for virtually all brands of outboard and inboard/outboard motors. Additionally, there's an expanded selection of do-it-yourself replacement parts for steering, throttle/shift and fuel systems.

The catalog will be available in late January 1984 through Sears selling units.

## YAMAHA'S THREE CYLINDER OUTBOARDS: THE MID—RANGE PERFORMERS

Four mid-range models in 90, 70, 50 and 40 horsepower classes make up Yamaha's three-cylinder lineup debut for 1984.

All feature Yamaha's Precision Blend oil injection system (except the 40 hp manual-start model) which eliminates the need for mixing gas and oil. Beside providing convenience, it gives clean burning performance while injecting the precise amount of oil at every engine speed for maximum longevity.

These are also the engines Yamaha engineers point out as being ideal for today's lightweight boats and the downsized cars which pull them along the highway.

One example is the 90 hp Yamaha, which is up to 10 percent lighter than competitive brands because it was built from the cylinder block down. The result is a powerful yet lightweight 275 lb. three-cylinder unit with a displacement almost one-third smaller than the others.

And like all the Yamahas, the horsepower is rated at the propeller.

At the other end of the three-cylinder spectrum is Yamaha's 40 hp unit which, when coupled with appropriately rated boats, is an all-around performer for cruising and fishing as well as providing plenty of low end power to pull a water-skier. After extensive testing Yamaha engineers say that performance and economy of operation are the reasons Yamaha designed the 40 with an extra cylinder where others have been using two.

In-between, the 70 and 50 hp models are both lightweight and efficient providing smooth, quiet operation with exceptional economy and acceleration.

All four mid-range horsepower models feature loop-charging, maintenance-free CD electronic ignition; protective devices to prevent extensive engine damage from over-revving, overheating or low engine oil; anti-corrosion sacrificial zinc anodes in the engine block and lower unit; a magnetic drain plug to keep metallic particles out of the system; and a built-in Pitot tube for quick speedometer installation.

Each Yamaha also comes with a

propeller, gas tank, remote controls on electric models and a tool kit and spare spark plug for minor repairs.

Additional individual features include a tachometer as standard equipment with each 50, 70 and 90 hp units, power trim and tilt with a zinc anode on the transom bracket on 70 and 90 hp models, power tilt on the 50 hp models, and 100:1 fuel-oil ratio mixing (half that of other brands) on the 40 manual start models. Yamaha's one-year warranty program covers all new outboards whether they are used in recreational or commercial applications.

### JOHNSON ADDS AUTOMATIC OIL INJECTION TO 1984 V-4 AND V-6 MODELS

Johnson Outboards is proud to announce the addition of VRO (Variable Ratio Oiling) to its line of Sea-Horse® V-4 and V-6 engines.

This OMC® engineered product automatically blends lubricant with fuel during engine operation to provide the most efficient fuel/lube combination throughout the operating range.

VRO is a heart-sized pump which is built-in to all Johnson V-4 and V-6 engines except for the hi-performance 2.6 GT V-6.

The integrally mounted VRO pump draws lubricant from a standard 1.8 gallon plastic tank. The tough, corrosion resistant polyethylene reservoir holds enough lubricant to mix with 150 gallons of fuel under normal running conditions.

Through the use of simple engine pulses, the VRO system varies the ratio of fuel to lubricant from 150:1 at idle to 50:1 at full throttle.

The compact VRO system ends messy fuel/lube mixing and improves engine efficiency.

## ELECTRONICS

### MINIATURIZED FISHFINDER FROM SI-TEX

Electronic miniaturization comes to the world of the weekend fisherman in the form of the new SH-1 flashing depth sounder from Si-Tex. Its small, trim design lets you mount it in those tight places where you could never put a flasher before.

Three depth ranges are 0-30', 0-60' and 0-120'. Receiver gain and sounding rates are automatically controlled by depth range selector switch, making it about the easiest receiver there is to operate. Power output is an impressive 50 watts RMS (200 watts peak-to-peak).

Unit comes complete with mounting bracket, built-in sun shield and matching high-speed transducer.

For more information, write Si-Tex Marine Electronics, Inc., P.O. Box 6700, Clearwater, Florida 33518.

### EAGLE INTRODUCES DASH-MOUNT FLASHER

Fully automatic and designed to fit almost any boat is the new in-dash sonar unit from Eagle Electronics, a division of Lowrance Electronics, Inc.

A complement to the new Eagle Mach 1 graph, the Eagle In-Dash 1 sports fully automatic operation and a four inch diameter face, making it ideal for console mounting.

Automatic sensitivity control and fixed suppression mean reliable depth and fish readings without pulling buttons or adjusting knobs.

With a depth range of 0-60 feet, the In-Dash 1 packs 45 watts of typical peak-to-peak power and the ability to separate targets (fish) which are only 24 inches apart.

Other features include a patented focused lens light trap for glare-free reading, patented electronic motor speed control to adjust for depth


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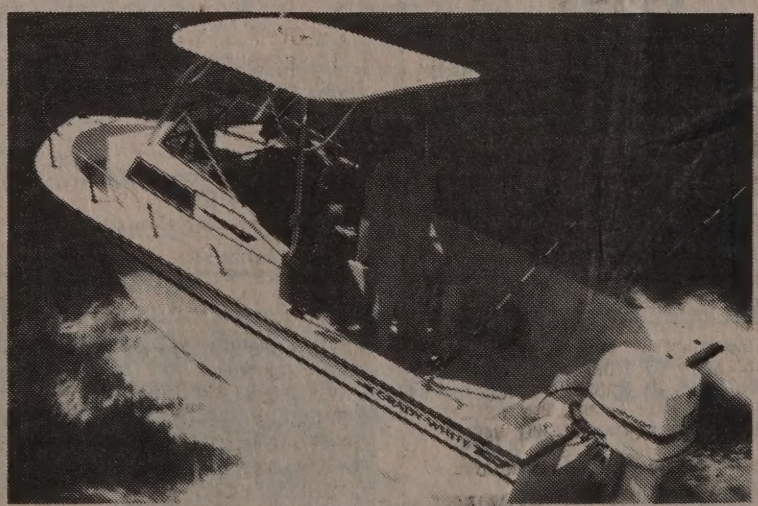
If you're into serious sportfishing, Grady-White and Johnson offer the combination you're looking for.

**The Grady-White line** features fishing boats from 25 to 17 feet, offering the kind of fishing appointments that will enhance your day on the water -- such things as rod racks, ample storage, fishing boxes and comfortable, practical cabin space. From the 25-foot Trophy and Sailfish models to the 17- and 19-foot Tournaments, Grady-White has a boat to meet every sportsman's needs and budget.

**Johnson outboards** make sure you get out there and back -- quickly, economically, reliably. With such features as fuel injection starting, anti-friction powerhead, Water-Shield silencing and Power Trim 'N' Tilt, the Johnson V-4 and V-6 models make sure you'll spend your time fishing, not worrying about your equipment.



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# The Rodcrafter's Workshop

ST. JOHN'S UNIVERSITY, NEW YORK

The School of Continuing Education Announces *two new programs, The Rodcrafter's Workshop I & II. The workshops are a planned series of eight two hour sessions* designed to discuss the essentials and skills of custom crafted fishing rods. These workshops focus on practice. All you need is the will to learn and *at the end of eight weeks you will have designed and crafted your own custom built rod.* The sequel (RODCRAFTER'S II) is an advanced course in rodcrafting, designed to give your rod a finished touch of quality.

For those who venture into this exciting and growing field there are many rewards. Think about it...fishing is a delightful combination of experience, luck and skill. *But fishing with your own custom built rod—a unique product of your thought and effort which cannot be duplicated*—adds new dimensions of pleasure to the art of angling. The principles involved are applicable to many kinds of rods, from ultra light baitcasters to big surf "sticks." The equipment needed to begin is minimal and so is the cost. To this add some time, patience and practice and you're ready to begin.

**St. John's University**

**Tuition:** Tuition for the program is $40.00, per course. *There is also a $25.00 fee for rod building components:*
Note: To obtain quality parts, it is recommended that you purchase your components including blank (bare rod) from: Merrick Tackle Center, Inc., 2655 Merrick Road, Bellmore, N.Y. 11710 (516) 781-7766
**Course Location:** St. John's University, Grand Central & Utopia Pkwys., Jamaica, New York 11439
**Sessions:** *RODCRAFTERS I Thursday evenings,* 6 P.M.-8 P.M., beginning January 19, 1984 and ending March 8, 1984
*RODCRAFTERS II* Thursday evenings, 6 P.M.-8 P.M., beginning March 15, 1984 and ending May 17, 1984
**For further information, please contact:** School of Continuing Education (212) 990-6750

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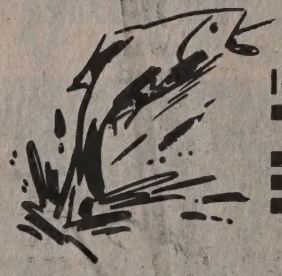

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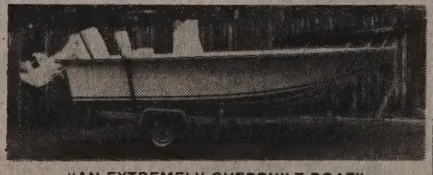

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For full details on Eagle units and a free catalog, contact: Eagle Electronics, P.O. Box 669, Catoosa, OK 74015.

### FURUNO OFFERS DIGITIZED ECHOSOUNDERS

An unprecedented recipient of awards from the National Marine Electronics Association, Furuno introduces a trio of chart recorder echosounders. While sharing the high quality and precision Furuno is so highly acclaimed for, each one appeals to a specific type of boating and fishing enthusiast.

The FE-450, FE-606 and the FE-881 are housed in lightweight, high strength cabinets and have multi-ranges, differing only in the depths reached. They have adjustable paper speed, easy replacement of chart paper, digital control with memory circuitry for high accuracy, bottom-lock function on the two larger units, and a choice of the depth's unit of measure—feet, meters or fathoms. A surface cleaner (STC) suppresses noise and interference, provides clear echograms, and accurately detects fish.

Model FE-450 is designed with both game and commercial fishermen in mind. With six range from 0-480 feet (0-144 meters and 0-80 fathoms), the first range of 0-15 feet is perfect in ultra-shallow inland and coastal waters.

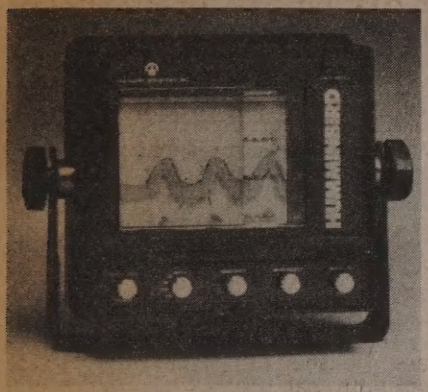
The digital control and memory circuitry produce clear echograms on 4'' chart paper using dual pulse length and packing 50 watts of power.

Although model FE-606 is also designed for the commercial fisherman, it sports a more rugged housing and a plethora of controls, ideal for shallow as well as deep waters. This 300-watt recorder has a dozen basic overlapping ranges from 0-30 to 600-1800 feet with scales also available in meters or fathoms. LED digital displays show start and end of the selected range, and the bottom lock feature expands 15 feet above the seabed over 1/3 of the paper. The unit's six-inch charts are printed in three intensity levels: light gray, gray and black. The FE-606 can also interface with a color video sounder.

Furuno's heavy-duty deep-sea, commercial grade fishing model FE-881 displays depths up to 6600 feet, 2100 meters or 1100 fathoms. Seven basic range scales, phaseable in six foot steps make the FE-881 suitable for ultra-shallow to extremely deep waters. The FE-881 also features LED digital display of range start, bottom depth and marker interval. Five bottom lock ranges may be shown on the lower 1/4 of the paper. With an accuracy level of plus or minus 1%, the highly technologically advanced FE-881 has a quantized control and memory which permits high speed scanning for shallow ranges as well as a memory that is preserved by a built-in re-

chargeable battery.

All Furuno marine electronics may be seen at any of more than 200 authorized dealer outlets all over the U.S.



### THE CH THIRTY II CHART RECORDER

The only way to get an underwater view that's better than the CH Thirty II is to dive down there yourself. The powerful CH Thirty II (1,820 watts) offers an astonishingly accurate picture of everything beneath the boat, from bottom contour to tiny bait fish, and even tracks downriggers. Plus, it hooks fish with a precision never seen before.

The CH Thirty II features cartridge-loaded paper for quick changes, and the redesigned cartridge keeps paper moving smoothly even in the dampest weather. It has a white line feature to separate targets on or near the bottom. The CH Thirty II can perform at speeds over 75 mph and has water-proof electronics to prevent damage from corrosion and carbon dust build-up.

The CH Thirty II offers depth ranges of 0-30 feet, 0-60 feet, 0-120 feet and 0-240 feet, giving anglers the flexibility to fish shallow or deep, in fresh or salt water. In addition, the unit features an edge-lighted depth scale for night-fishing and Humminbird's Lifetime-Guaranteed Service Policy.

### DATAMARINE'S COMBINATION LORAN/VHF ANTENNA IMPROVES RECEPTION, REDUCES MASTHEAD WEIGHT

Limited mounting space at the masthead has relegated Loran whips, typically eight feet long, and their large couplers to sailboat transoms where signal reception is reduced and crew activity heavy. Datamarine has overcome that problem with its compact, new masthead antenna, the latest addition to its growing family of Loran products.

The 3½ foot Loran antenna which weighs only 10 oz. mounts easily at the masthead where reception is strongest. Because it doubles as a VHF antenna it eliminates the need for a second masthead antenna, furthering weight and space savings while maximizing radio reception.

The Loran/VHF masthead antenna is designed for exclusive use with Datamarine's Navigator LC Loran, but is compatible with all marine VHF radios. Sold as part of a Loran sailboat system, the dual purpose antenna is also available separately for retrofit at a retail price of about $200.

### LOWRANCE UNVEILS X-15A COMPUTER SONAR GRAPH

What do you do for an encore?

That question has been posed to Lowrance Electronics, Inc., many times since the summer of 1982 when the Tulsa firm introduced the revolutionary and famous X-15 Computer Sonar unit.

In less than a year, the X-15 has become the world's most popular graph recorder, capturing the minds, hearts and souls of fishermen, boaters and underwater search and rescue experts throughout the world.

There is no doubt that its popularity will remain for some time, as the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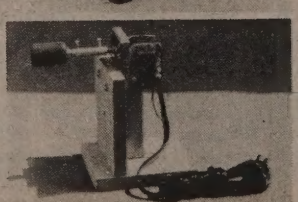

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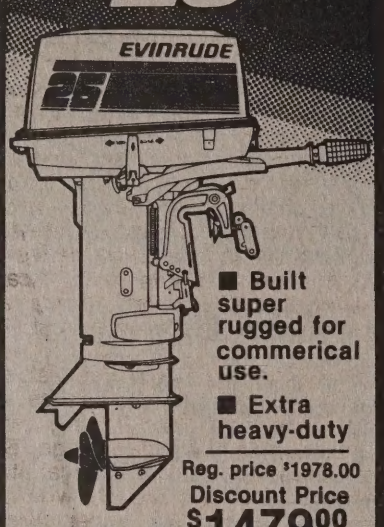


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company plans to keep the X-15 in its fine line of Computer graphs.

There is an encore, however.

Lowrance has unveiled the X-15A, a companion to the X-15, offering the consumer a wider choice in computerized graph units, with additional revolutionary features.

Heading the list is a "discriminator," a computer setting which provides noise and interference rejection with minimal record distortion. It will not affect vertical target separation, and allows the operation of a digital depthsounder on the same frequency, at the same time.

The discriminator setting also will eliminate interference from another graph or flasher on nearby boats.

The X-15A is housed in a high-impact, plastic case, designed to remain free of chipping, corrosion and bending for many years.

It offers a new easy-load paper drive system, with tilt-out cartridge.

It also boasts an improved surface clutter removal operation, prints out the surface clutter control value set by the operator, and prints its own pulse length settings.

All other features of the famous X-15 are incorporated into the X-15A, including thousands of possible range settings, reading in increments of 10 feet; an alternate print mode which doubles chart paper life and provides a "slow motion" recording of fish, bottom detail, and other objects directly below the boat. Without the alternate print mode, the unit automatically selects the appropriate rate of paper speed, according to depth programmed by the operator.

The unit also prints its own grid lines and scales on the four inch graph paper; records in feet, fathoms or meters at the operator's choice; discriminates between true bottom and objects on the bottom such as fish, weeds, rocks and brush through a patented Grayline feature; has a "touch-tone" to inform the operator when a keyboard entry has been accepted, and countless other features.

Like other popular Lowrance units, the X-15A offers high speed operation, interchangeable transducers, gold-plated contacts, lighted display for night use and a patended suppression system. It has 1600 watts of peak-to-peak transmit power, and is completely weatherproof. If soaked with rain or saltwater spray, it can be washed off easily with a water hose without fear of damage or injury of vital electronics or parts. It will take the poundings of the roughest seas or the toughest bass boats.

There's one other marvelous feature the X-15A has to offer. That is economy. The new unit will be offered by Lowrance dealers—including marine electronics firms, marina and boat outlets, sporting goods and catalog stores—at rates comparable with non-computerized, plastic case units which offer only four or six ranges, and a few special features.

With its low cost, backed by a one-year full warranty, and Lowrance's world-wide reputation for quality and leadership, the X-15A in a short time will probably be the world's most popular encore.

If you need more information, contact Department 84, Lowrance Electronics, Inc., 12000 E. Skelly Drive, Tulsa, OK. 74128.

# FISHING EQUIPMENT

## SHIMANO INTRODUCES "HIGH TECH" TO THE HIGH SEAS WITH THE NEW TRITONS

Tritons' unmatched smoothness, strength, and durability have established a well-earned reputation among today's big game fishermen. The Triton's one-piece cold forged aluminum frame, strong stainless steel gears, aluminum spool with stainless steel shaft, and power handle provide dependable performance whether trolling, jigging, or casting.

Now Shimano has introduced 6 new "high tech" design models to this conventional reel series and given the big game fisherman "Tomorrow's Tackle Today!"

**The Triton Mag Mark III and IV**—advanced magnetic spool control coupled with an Extra High Speed Retrieve (5:1) and a Titanium/Ball Bearing Drag make this the ideal Triton for all around big game fishing. Shimano's exclusive Titanium/Ball Bearing Drag dissipates heat quickly and resists corrosion for consistently smooth line payout.

**The Triton Mark IIIS and IVS**—feature the exclusive Titanium/Ball Bearing Drag (XHS) Extra High Speed Retrieve and lever style spool release. Teamed with all the standard Triton components, the Mark IIIS and IVS are ideal for downrigger fishing, offshore bottom or jig fishing, and light tackle trolling.

The Levelwind Tritons TRN 300 & TRN 400 combine strength and durability with the convenience of a levelwind system in a fast retrieve series of Tritons. The stainless steel levelwind guide automatically feeds line onto your spool; the extra high speed retrieve (XHS) coupled with the Titanium/Ball Bearing drag make

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For more information contact: Shimano American Corp., 205 Jefferson Rd., Parsippany, NJ 07054.

### FREE LEGEND OF MARATHON CATALOG AVAILABLE

Free copies of the "Legend of Marathon" sporting catalog are available now through June, 1984.

The full color catalog shows Marathon's complete line of lightweight rainwear, waders and hippers.

Rainwear line includes jackets, parkas, and pants for men, women and children. Colors include green, yellow, orange, navy, green camouflage and brown camouflage.

All styles are designed to adapt to a wide variety of sporting uses, from boating and fishing to hunting and hiking. Special rubber coating is formulated to resist cracking and peeling. Super light nylon base fabric makes garments light, compact.

Catalog also features Marathon's classic waders and hippers, each available in six different styles. New Pro Rata Warranty program pledges waders and hippers repairable for up to five years and provides replacement option. Special ozone protector storage chest free with every pair.

All Marathon products are manufactured from start to finish in Wausau, Wisconsin. Free catalogs available from Department SC, Marathon Rubber Products, 510 Sherman St., Wausau, WI 54401.

### NEW DAIWA SPINNING REELS COMBINE HIGH TECHNOLOGY WITH FEATURES

Spinning reels with major graphite components are one of the highlights of Daiwa Corporation's 1984 offerings.

Topping three new series of skirted spool spinning reels with advanced performance and structural features were the Sensor Graphite Series, in which the bodies, rotors, body covers, and spools of all ten models are made from high-tech graphite materials. These saltwater corrosion-proof parts result in weight savings as great as 4.9 oz., compared to similar sized Daiwa reels with the same parts made from aluminum alloys.

The other new spinning reels offered by the Southern California-based firm are in the new Regal Strike Series and Apollo Silver Series.

Four models in each of the three new spinning reel series are equipped with Daiwa's Autocast®, an easy-operating double-cammed lever that lets you lift the line from the line-roller and open the bail to cast, all in one swift movement of the casting hand index finger. And all but two models in the three series are equipped with conveniently located rear drag adjustment knobs and quick-release spools for fast line changes.

The new Daiwa spinning reels also have a new kind of quick-release, flat-folding handle (Pat. Pend.), which permits more compact storage. Both the Sensor Graphite and Regal Strike series offer select models with conveniently located line-holder clips on the spool skirts.

An additional new feature will be found on all reels in the three new series. It is a long-stroke spool, which is more compact, holds as much line as older-style spools, and promotes long casts.

The Autocast models in all the new


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**RITCHIE DP60 COMPASS**...Reg.$125 Closeout **$60.00**

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series have automatically self-centering bails. And a new **selective** type of self-centering is offered on four non-Autocast models in the Regal Strike series.

The Sensor Graphite and Regal Strike series reels are equipped with stainless steel ball bearings at the rotors, and graphite bushings at the drive gears. Apollo Silver Series models have graphite bushings.

Retrieve ratios in the Sensor Graphite and Regal strike series range from 4.1:1 to 5.1:1, while Apollo Silver Series retrieve ratios are all 3.7:1.

### MANN'S 1984 CATALOG AVAILABLE

Mann's Bait Company announces the availability of its new 20-page, four-color catalog for 1984. The new catalog depicts all soft and hard baits made by Mann, and includes listings of stock numbers and packaging information.

Mann's 1984 catalog features one of the most complete lines of fishing lures available from any one company in the industry. In addition to Mann's famous Jelly Worm, the legendary Little George and all the other Mann's favorites, the new catalog introduces the versatile Hardworm, Mann's complete Auger System, the Jellyhoo, the Augertail Grub and the Augertwin Grub.

Also being introduced for 1984 are Mann's electrifying new colors, including vibrant solids, sparkling metal-flakes, and luminous pearlized colors for soft baits, and dazzling new chrome colors and finishes for hard baits. The catalog features color photographs of each lure in all its available colors.

For a free copy of Mann's Bait Company's 1984 catalog, write to Mann's Bait Company, P.O. Box 604, Eufaula, Alabama 36027.

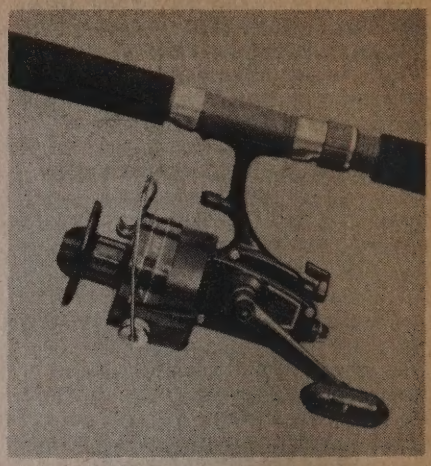
### SHIMANO'S 1984 FULL COLOR FISHING TACKLE CATALOG

Every year fishermen and tackle dealers wait with great anticipation for a look at the one catalog that will preview what thousands of fishermen will be buying during the coming season. In 1984 as in the past, it's the Shimano Fishing Tackle Catalog that provides a look at the newest, most exciting, most advanced products on the market.

The 1984 full color catalog features Shimano's entire line of fishing tackle. Tackle that reflects the company's attitude toward a continuing tradition of providing today's fisherman with the most advanced fishing equipment available in the industry.

Along with all the old favorites, this year's catalog features: the Magnumlites—a line of high-tech tackle that boast "Nobody ever built fishing tackle like this before!"

Shimano's entire line of fishing tackle is featured in this 32-page, full color catalog with complete descriptions and specifications. For a copy, send $2 to: Shimano American Corp., 205 Jefferson Road, Parsippany, New Jersey 07054.



### PENN ANNOUNCES NEW FISHING REELS, FRESHWATER EMPHASIS FOR 84

Penn Reels, world famous for their saltwater big game reels that hold 44 of the 78 current IGFA All-Tackle records, has introduced its 1984 catalog. Their brand new catalog emphasizes the other side of Penn Reels, namely their strength in freshwater fishing.

Their terrific new Mag-Tuned "10" casting reel features a pre-set magnetic anti-backlash system, die cast anodized aluminum spool, and positive level-wind feature that make it a reel "10" for all fresh and saltwater pursuits.

Penn's all-new "100 Series" of affordable, quality skirted spool spinning reels has what it takes for anything from light tackle panfishing to spinning for lunkers like tarpon or king salmon. The Philadelphia reel maker's new 747 and 757 Spinfishers® offer big game spinfishing opportunities that are sure to put a strain on the line, but not on the pocketbook.

For further information on these, as well as Penn's entire line of over 100 superb fresh and saltwater reels and downriggers, send $1 for their 52-page, full-color '84 catalog to: Penn Fishing Tackle Mfg. Co., 3028 W. Hunting Park Ave., Dept. P, Philadelphia, PA 19132. Call: (215 229-9415.

### DAIWA GOES GRAPHITE IN SEALINE RODS

Daiwa Corporation has announced a completely new graphite series of ocean casting, jigging and trolling rods. It is called the **Sealine® Graphite Series** and replaces the previous Sealine Series of ocean rods with tubular fiberglass construction.

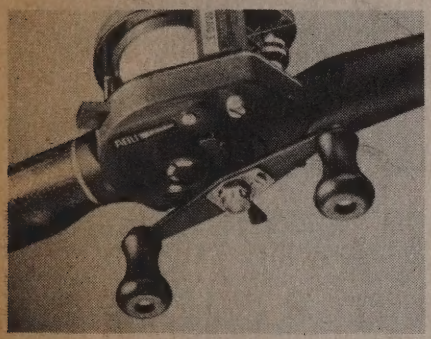
The complete line of actions spans the entire range of ocean angling needs, including trolling, casting, jigging, live-bait fishing and ocean spinning.

All but two models are equipped with Daiwa graphite-composite reel seats for strong, positive locking, lightweight and strength.

Titanium oxide guides are featured

on all the conventional casting models, for smoothness and durability. Fuji® silicon carbide guides are featured on all the wire-line models. And spinning rods are equipped with Daiwa's patented Dynaflo® guides, which are strong, smooth and take it easy on your line. The trolling models feature AFTCO® roller guides.

Durable double-wrappings on the guide feet are finished with a custom-grade epoxy finish. And the Duracork handles provide a fine, non-slip grip under the wettest conditions.



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The Ambassadeur Mag I and II baitcasting reels, with a three-way adjustable Magtrax magnetic braking system, offer the angler a high degree of casting accuracy and spool control.

The unique MAGTRAX system has standard settings and an audible-click dial plus an internal set screw to change dial range. Magnets also can be added or subtracted for further refinements to dial settings.

A unique collared frame design fits precisely with the spool to eliminate any chance of line catching between the spool and housing.

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The stainless steel ball bearing drive and multi-disc star drag assure years of smooth, quiet, trouble-free performance.

The Ambassadeur Mag I weighs 9.3 ounces and has a narrow spool with a capacity of 120 yards of 14 pound line. The Mag II, which weighs 9.8 ounces, carries 190 yards of 14 pound line on its standard spool. Both models have high speed retrieve with a 4.7 to 1 gear ratio.

For more information, write ABU-Garcia, 21 Law Drive, Fairfield, New Jersey 07006.

**CANNON NEW '84 DOWNRIGGER CATALOG AND HOW-TO BROCHURE**

Cannon's 1984 catalog is chock-ful of new items for the coming season. Be sure and get yours so you can plan for the new year.

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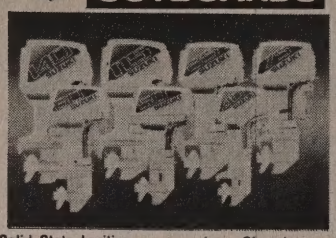

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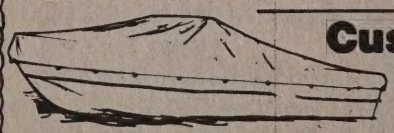

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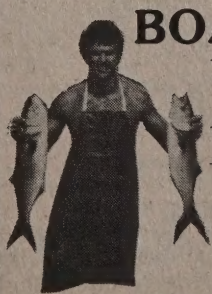

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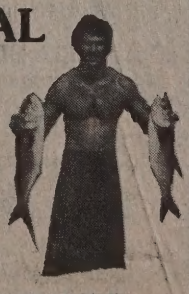

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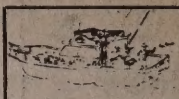

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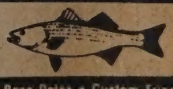

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# East End REPORT
*with Stu Miller*

Codfishing continues to be the number one item at the Island's eastern tip, with areas anywhere from 45 minutes to 1½ hours from the dock being worked.

## MONTAUK

From the **Viking Fleet** comes word that Saturday's catch numbered over 125 cod and Sunday's effort produced a little over 100 cod. These fish ran up to 20 pounds and a few blacks were mixed in. All fishing was being done on bait.

# South Shore REPORT
*with Fred Golofaro*

Codfishing slowed this week to the disappointment of many cod fans and skippers. Most captains feel the lull is a temporary one and expect the fish to settle down again before the month is out.

# MONTAUK POINT

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**P. O. Box 137**
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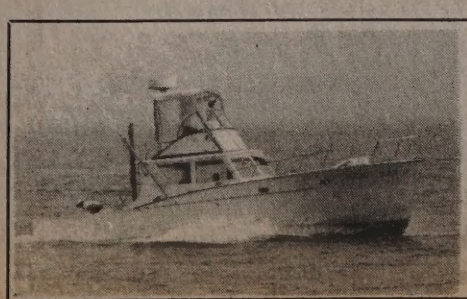
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1). Fish on one of the 4 participating open boats
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**Detailed rules posted on each boat • Contest starts Saturday, December 17th**

**A smelt and squid strip combo turned the trick on this 9½ pound doormat fluke for Lee Kessler, a member of the Lady Reeler's Fishing Club. The flattie was taken on the south side of Montauk, Sept. 21 and weighed at Gone Fishing Marina.**

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## GREAT SOUTH BAY/ FIRE ISLAND INLET

Captain Speedy Hubert of the **Captree** open boat **Speedy VI** called the cod action early last week pretty fair, but added that it fell apart towards the end of the week. Radio chatter this Monday morning, indicated that several of the boats were off to a pretty decent start leaving Speedy hopeful that last week's downturn was being reversed. Speedy also reminded that the Captree cod game has over $1500 in the pot and the current leader is a 41 lb. fish.

One angler who more than likely regrets not having entered the cod game is Ferdinand Yorgin. Two weeks back, while fishing aboard the **Captree** open boat **Capt. Joseph II**, Ferdinand put away a soaker of 62 lbs. 2 oz. While he did enter the boat pool for the day, he failed to register for the Cod Game.

Captain Charlie Kennedy of the **Capt. Joseph II** said that although the fishing slowed considerably, he

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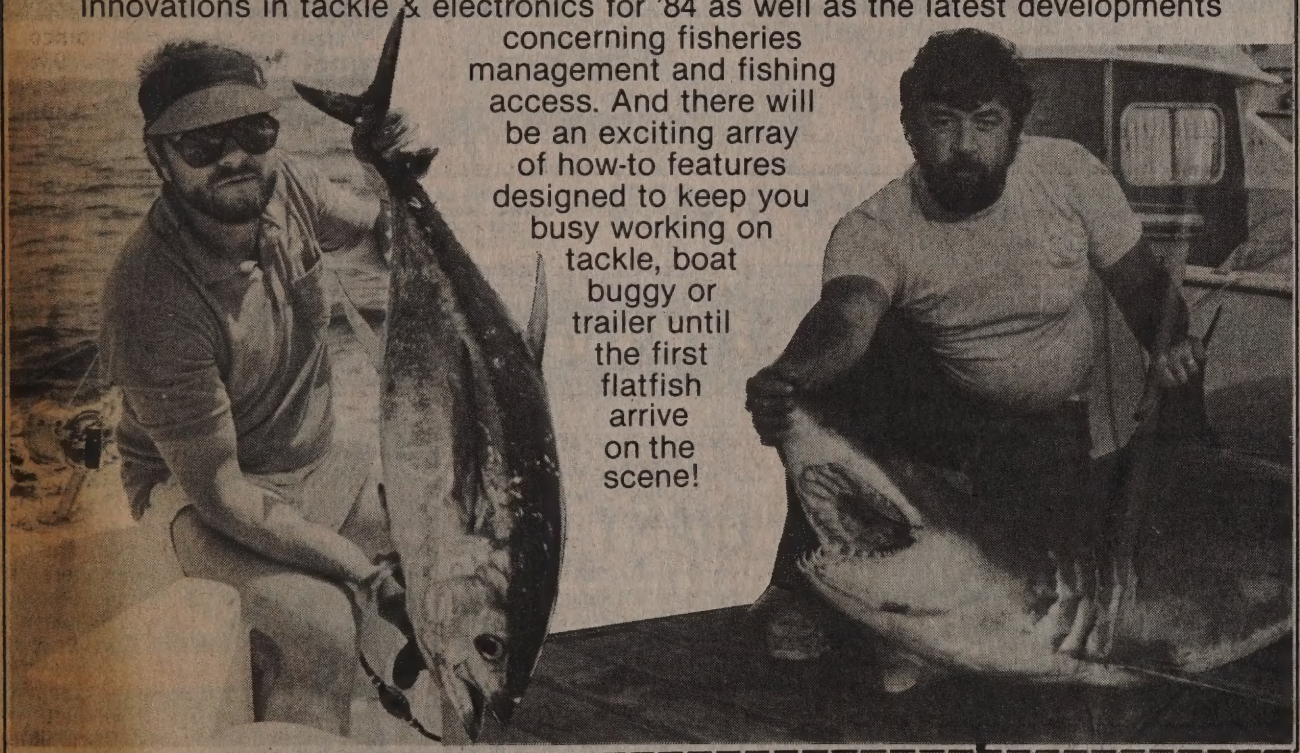

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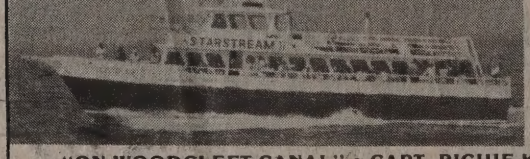

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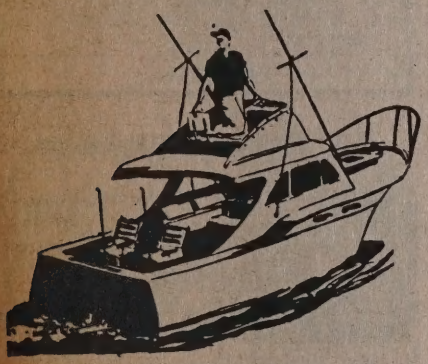
thought it was still worthwhile most days working over wrecks on Saturday and Sunday produced catches in the 60 to 75 fish range, in addition to quite a few blackfish up to 8 lbs. Virginia Kilgore had Sunday's pool with a 28 lb. cod.

Captain George Tweedy of the open boat **Capt. Scotty** said that the cod appear to be on the move and this has resulted in some erratic fishing in recent days. He reported a real tough day on Saturday, but did find over 90 cod for Sunday's trip. Phil Bloom of Commack had that day's pool winner, a 41½ pound cod. Most of the fish average 6 to 12 pounds, with a good sprinkling of 20 and 30 pound class fish mixed in. The skipper expects the action to return to its previously good form once the fish settle down again.



# West End REPORT

*with Stu Miller*

Cod continues to be the only ball game in town with weather and sea conditions appearing to have settled down somewhat during the last part of this past week.

## WEST END BAYS/ JONE'S INLET

A call from the **Capt. Al** described Monday's codding as fair. However, a ground swell developed in the afternoon and put the fishing down somewhat Tuesday and Wednesday. Action rebounded somewhat Thursday and then came back pretty well on Friday as evidenced by a catch by Lucas Corona of Queens with a 45 pound pool winner plus seven other cod. Thirteen-year-old Don Jacoxe bagged a 38 pounder while Alex Baranovsky of Rosedale took a 40½ pounder. Saturday's action continued to be good and on Sunday G.W. Johnson hoisted 11 cod to 18 lbs. Bob Donahue of North Halsen, NJ landed a 30 lb. pollock, to his great surprise.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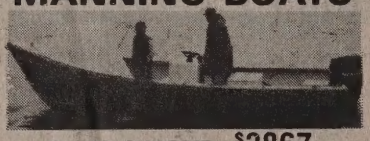

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Six cod to 15 lbs. fell to Bronx angler Ray Cartagena. Dom Cerbone, skipper of the City Island open boat **Apache** had 5 cod to 16 lbs. Al says there are lots of fish and they are spread out.

From Capt. Rich Kessinger's **Starstream II** we learned that on the days that he's sailing the pool fish have been in the high 30s. Thirteen fares on Friday had 50 cod up to 39 lbs. Richie says that the catches seem to be getting better on a daily basis when the weather and sea conditions are favorable.

From the **Super Spray II**, which is also codfishing daily, skipper Jim Lanzaretta advises that fares are picking away daily. He also advised that the fish are scattered, with some being taken on every drop. Some anglers have had 4 to 5 fish per man over the last week. Saturday one cod was caught halfway up, indicating that the draggers may be spooking these fish off the bottom. Jim also agreed that there are still many, many fish around.

## NEW YORK BIGHT

We learn from Charlie at **Mike's Tackle** that the Sheepshead Bay fleet is presently catching a lot of big whiting, mainly on the day trips, though some are being caught on night trips as well. He weighed in a 4 lb. whiting Sunday. Fares are getting at least a five gallon pail per man, said Charlie. The fleet is working Ambrose Ridge. Some big ling and macks are also being taken on the day trips. Codfishing has slowed with the boats working open bottom.

**Pat Aguliaro with a 10 lb. blackfish taken at Orient Point aboard the open boat, "Peconic Star."**

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# High Tide Tables

**How to use tide tables:** To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . –0 50 is listed under "On SANDY HOOK." –0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

| DAY | SANDY HOOK AM | SANDY HOOK PM | BREAKWATER HARBOR AM | BREAKWATER HARBOR PM | NEW YORK AM | NEW YORK PM | NEW LONDON AM | NEW LONDON PM | WILLETS POINT AM | WILLETS POINT PM | BRIDGEPORT AM | BRIDGEPORT PM | NEWPORT AM | NEWPORT PM | DATE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| THURS. | 1:50 | 2:10 | 2:50 | 3:05 | 2:30 | 2:35 | 3:50 | 4:15 | 5:05 | 5:35 | 5:20 | 5:50 | 2:10 | 2:30 | 1/12 |
| FRI. | 2:50 | 3:15 | 3:45 | 4:00 | 3:25 | 3:40 | 4:40 | 5:10 | 6:00 | 6:35 | 6:15 | 6:45 | 3:05 | 3:25 | 1/13 |
| SAT. | 3:50 | 4:20 | 4:40 | 5:00 | 4:25 | 4:50 | 5:30 | 6:00 | 6:50 | 7:40 | 7:10 | 7:45 | 3:35 | 4:20 | 1/14 |
| SUN. | 4:50 | 5:20 | 5:35 | 5:55 | 5:25 | 5:50 | 6:15 | 6:50 | 7:50 | 8:40 | 8:05 | 8:40 | 4:50 | 5:10 | 1/15 |
| MON. | 5:40 | 6:15 | 6:25 | 6:50 | 6:15 | 6:45 | 7:05 | 7:40 | 8:45 | 9:35 | 8:55 | 9:30 | 5:40 | 6:05 | 1/16 |
| TUES. | 6:30 | 7:05 | 7:20 | 7:40 | 7:05 | 7:35 | 7:50 | 8:30 | 9:40 | 10:30 | 9:50 | 10:25 | 6:30 | 6:55 | 1/17 |
| WED. | 7:20 | 7:50 | 8:10 | 8:30 | 7:55 | 8:25 | 8:40 | 9:20 | 10:35 | 11:20 | 10:40 | 11:15 | 7:20 | 7:40 | 1/18 |
| THURS. | 8:10 | 8:45 | 9:00 | 9:25 | 8:45 | 9:20 | 9:35 | 10:10 | 11:25 | – | 11:30 | – | 8:05 | 8:30 | 1/19 |

## On Sandy Hook

| | |
|---|---|
| STATEN ISLAND | +0 27 |
| ATLANTIC HIGHLANDS | –0 01 |
| Red Bank, Navesink River | +1 48 |
| Long Branch | –0 34 |
| SHARK RIVER INLET | –0 18 |
| Shark River Basin | +0 27 |
| MANASQUAN INLET | –0 12 |
| Seaside Park | –0 33 |
| Mantoloking bridge | +5 34 |
| TOMS RIVER | +4 37 |
| Waretown | +2 33 |
| BARNEGAT LIGHT | –0 20 |
| Manahawkin Bridge | +2 33 |
| Beach Haven | +1 47 |
| LITTLE EGG INLET | –0 01 |
| Seven Islands | +0 12 |
| Graveling Point | +1 05 |
| Mullica River | +1 55 |
| Grassy Bay | +1 08 |
| ABSECON INLET | +0 14 |
| Atlantic City Pier | –0 26 |
| Great Egg Harbor Inlet | +0 12 |
| GREAT EGG HARBOR | +0 44 |
| CORSON INLET | +0 09 |
| TOWNSENDS INLET | +0 06 |
| HEREFORD INLET | +0 02 |
| Grassy Sound Bridge | +0 45 |
| Cape May Harbor | –0 02 |
| Rehobeth Beach | –0 07 |
| INDIAN RIVER INLET | +0 41 |
| SHINNECOCK INLET | –0 50 |
| Shinnecock Bay | +1 25 |
| East Quogue | +2 45 |
| Shinnecock Canal | +1 18 |
| Indian Reservation | +3 05 |
| MORICHES INLET | –0 56 |
| Smith's Point | +3 28 |
| Hart's Cove | +1 30 |
| Pontunk Point | +3 35 |
| Mastic Beach | +3 28 |
| FIRE ISLAND INLET | –0 38 |
| Democrat Point | –0 38 |
| Coast Guard Station | –0 19 |
| Fire Island Light | +0 47 |
| GREAT SOUTH BAY | |
| Sayville (Brown Creek) | +3 39 |
| Heckscher State Park | +3 20 |
| Bay Shore | +2 23 |
| Babylon | +2 12 |
| Amityville | +2 21 |
| JONES INLET | –0 19 |
| Zachs Bay | +1 25 |
| Seaford Harbor | +2 05 |
| Freeport Creek | +0 34 |
| E. ROCKAWAY INLET | –0 06 |
| Long Beach Bridge | +0 19 |
| ROCKAWAY INLET | 0 00 |
| Beach Channel Bridge | +0 38 |
| J.F.K. Airport | +0 26 |

## On Bridgeport

| | |
|---|---|
| Lloyd Point | +0 08 |
| Cold Spring Harbor | +0 08 |
| Bayville Bridge | +0 13 |
| Eatons Neck Point | +0 03 |
| Northport Bay | +0 03 |
| Norwalk Islands | +0 10 |
| Smithtown Bay | +0 08 |
| Cranes Neck Point | +0 05 |
| Port Jefferson Hbr. entrance | +0 03 |
| New Haven Harbor | +0 08 |
| Mount Sinai Harbor | +0 05 |
| Herod Point | –0 07 |
| Mattituck Inlet | +0 05 |
| Horton Point | –0 20 |
| Truman Beach | –0 42 |
| Falkner Island | –0 13 |
| Sachem Head | –0 10 |
| Branford Harbor | –0 07 |
| New Haven Harbor entrance | –0 08 |
| Milford Harbor | –0 07 |
| Stratford, Housatonic River | +0 27 |
| Shelton, Housatonic River | +1 36 |
| Black Rock Harbor entrance | –0 03 |
| Saugatuck River entrance | –0 01 |
| South Norwalk | +0 10 |
| Greens Ledge | –0 01 |
| Stamford | +0 04 |
| Cos Cob Harbor | +0 06 |
| Greenwich | +0 02 |

## On New London

| | |
|---|---|
| Orient | +0 36 |
| Little Gull Is. (Race) | +0 12 |
| Greenport | +1 04 |
| Southold | +1 43 |
| New Suffolk | +2 26 |
| South Jamesport | +2 32 |
| Shinnecock Canal | +2 33 |
| Noyack Bay | +2 05 |
| Sag Harbor | +0 59 |
| Three Mi. Hbr., Gardiners Bay | +0 21 |
| Promised Land, Napeague Bay | –0 14 |
| Montauk Inlet | –0 25 |
| Montauk Point, north side | –1 13 |
| Niantic | +1 20 |
| Stonington, Fishers Is. Sound | –0 33 |
| Noank, Mystic River ent. | –0 23 |
| THAMES RIVER | |
| Smith Cove entrance | –0 01 |
| Norwich | +0 12 |
| CONNECTICUT RIVER | |
| Saybrook Jetty | +1 10 |
| Lyme, highway bridge | +1 24 |
| Essex | +1 38 |
| East Haddam | +2 41 |
| Higganum Creek | +2 54 |

## On Willets Point

| | |
|---|---|
| Little Neck Bay | –0 10 |
| Execution Light | -0 06 |
| Manhasset Bay | –0 01 |
| Hempstead Harbor | –0 11 |
| City Island | –0 03 |
| Rye Beach | –0 28 |
| Port Chester | –0 09 |
| Mamaroneck | –0 08 |
| New Rochelle | –0 24 |
| Davids Island | –0 02 |

## On Breakwater Harbor

| | |
|---|---|
| CAPE MAY POINT | –0 10 |
| Miami Beach | +0 17 |
| East Pt., Maurice River Cove | +0 53 |
| Egg Island Point | +0 33 |
| Cape Henlopen | –0 05 |
| ROOSEVELT INLET | +0 09 |
| Mispillion River entrance | +0 33 |

## On New York

| | |
|---|---|
| Jersey City | +0 07 |
| George Washington Bridge | +0 46 |
| Spuyten Duyvil, W/RR bridge | +0 58 |
| Ossining | +1 53 |
| Peekskill | +2 24 |
| West Point | +3 16 |
| Newburgh | +3 42 |

## On Newport

| | |
|---|---|
| Sakonnet | –1 10 |
| Tiverton (between bridges) | +0 21 |
| Beavertail Point | –0 02 |
| Prudence Is., Sandy Point | +1 10 |
| Bristol | +1 10 |
| Warren | +0 21 |
| Nayatt Point | +0 12 |
| Pawtucket, Seekonk River | +0 21 |
| East Greenwich | +0 16 |
| Wickford | +0 12 |
| Narragansett Pier | –0 08 |
| Point Judith Hbr. of Refuge | –0 07 |
| BLOCK ISLAND | |
| Great Salt Pond | +0 05 |
| Block Island (Old Harbor) | –0 14 |
| Watch Hill Point | +0 44 |

## Sunrise/Sunset

| DAY / DATE: | | RISE: | SET: |
|---|---|---|---|
| THU. | 1/12 | 7:28 | 4:49 |
| FRI. | 1/13 | 7:27 | 4:50 |
| SAT. | 1/14 | 7:27 | 4:51 |
| SUN. | 1/15 | 7:26 | 4:52 |
| MON. | 1/16 | 7:26 | 4:53 |
| TUE. | 1/17 | 7:25 | 4:54 |
| WED. | 1/18 | 7:25 | 4:55 |

## Moonrise/Moonset

| DAY / DATE: | | RISE: | SET: |
|---|---|---|---|
| THU. | 1/12 | 12:15AM | 1:00AM |
| FRI. | 1/13 | 12:43AM | 2:04AM |
| SAT. | 1/14 | 1:16PM | 3:11AM |
| SUN. | 1/15 | 1:58PM | 4:20AM |
| MON. | 1/16 | 2:49PM | 5:30AM |
| TUE. | 1/17 | 3:51PM | 6:36AM |
| WED. | 1/18 | 5:03PM | 7:35AM |

## Moon Phases

| NEW | 1st Qtr. | FULL | Last Qtr. |
|---|---|---|---|
| 1/3 | 1/11 | 1/18 | 1/25 |

## The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

| | AM | | PM | |
|---|---|---|---|---|
| | Minor | Major | Minor | Major |
| Thurs. | 11:45 | 5:35 | – | 5:55 |
| Fri. | 12:10 | 6:15 | 12:25 | 6:35 |
| Sat. | 12:50 | 6:55 | 1:05 | 7:25 |
| Sun. | 1:40 | 7:45 | 1:55 | 8:15 |
| Mon. | 2:30 | 8:40 | 2:50 | 9:10 |
| Tues. | 3:25 | 9:40 | 3:45 | 10:10 |
| Wed. | 4:20 | 10:35 | 4:50 | 11:05 |
| Thurs. | 5:25 | 11:45 | 5:55 | – |

# The Fisherman's CLASSIFIED

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## BOATS & MOTORS

1974 23' SEA BIRD center console, '81, 235 Evinrude. Lo hrs. Dual batt. switch, live bait well, 75 gal. built-in fuel tank, VHF radio & depth recorder. $8000. 1976 200 hp Johnson; lo hrs. Excl. cond. $2000. 516-598-0044.

WOODEN BOATS
Swampscott Dories, 26'-32' Verity model skiffs. D.M. LEIGHT & Co., Tenants Harbor, Me. 04860. 516-698-2326 Eves.

20' 1978 WELLCRAFT I/O 198 hp Chevy. Full canvas; outriggers, CB radio, DF, Porta-Potti. Dual batt. system. Excl. running cond. In water; Babylon area. Dockage for remainder of season. Many extras. $7500. 666-4879.

ONLY $5995!
18' STIEGER CRAFT, 50 hp Mercury elec. start, 21' model also avail. Commercial & pleasure models. STRONG'S MARINE LAND, Rt. 25, Mattituck. 516-298-4020.

CHARTER BOAT & Business for sale. In lucrative Long Island Fishing Center. 212-793-6582.

STEAL ME! Being transferred—'81 V-20 Wellcraft. Loaded: VHF, CB, Merc. 170 hp I/O. Ready to go. Must be seen. 1st offer Over $10,500 takes it! 914-769-8385.

Finestkind Center Console, 1981 80 hp Mariner ELPT, VHF, recorder, dodger, cover. Shoreline Trlr. Well maintained. $4500. 427-1360.

SISU BOAT NAMES L.I. SALESMAN
Ken Turco, Hampton Bays, sells all Sisu 22', 26' & 30' boats. Center console, Bass Boats, Lobster Boats. 516-728-5127 after 5PM; or SISU, 603-749-4452 Days.

1979 BOSTON WHALER 17' Montauk, w/1980 70 hp Johnson. Full instrumentation, compass, 2-12 gal. tanks. Excl. cond. $8500. PORT OF EGYPT MARINE, Southold, 516-765-2445.

1974 19' MAKO, 115 Johnson, E-Z Loader trailer. Full canvas, outriggers, downrigger, VHF, depth finder. Excl. cond. $8500. 516-589-5481.

1983 AQUASPORT 286-XF, Twin 255 Commanders, FWC, tuna tower w/controls, Lee outriggers w/spreaders, Pompanette fighting chair. Full canvas, radar, Loran, Chromascope, SSB, chart recorder, VHF/FM, CB, Hailer, ADF, burglar alarm. Good FD windlass. Plus much more; too much to list. Call for details. 212-549-1050.

SHAMROCK KEEL DRIVE—20' & new 26' hardtop, gas or diesel; 3 models. Also Mako & Cruiser, Inc. Demo avail. SOUTH SHORE BOATS, 516-288-2400/728-0922.

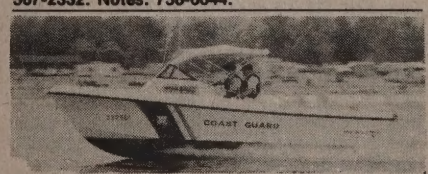
1970 22½' Montauk, Deep-V, F.G. center console. Built by Southampton Boat Works, 1978 140 hp Mariner, 100 hrs. Full flotation; 70 gal. fuel cap. Si-Tex paper rec., VHF. Excl. cond. $5000. 914-783-2145.

## EVINRUDE

NEW 1983 EVINRUDES 1983
2-$305; 4-$498; 4.5-$600; 7.5-$730; 9.9-$930; 15-$1020; 25-$1220; 35-$1378; 50-$2100; 60-$2228; 70-$2400; 90-$2800; 115-$3100; 140-$3600; 150-$4300; 175-$4700; 235-$4900. ELECTRA MARINE, INC., 610 Merrick Rd., Lynbrook, NY 11563. Scott & McCulloch parts. FOB/H. WI. 516-599-3003. We ship anywhere.

CRUISER INC 1977 21' Bonanza w/1978 Merc. 150 hp Black Max, swim platform, VHF radio, depth recorder. Many extras; excl. cond. $8495. 516-587-4901 After 6:30PM Wkdays. Any time wknds.

19' 6" AQUASPORT Family Fisherman, 140 hp I/O, Shoreline trailer, power winch, graph recorder, CB radio, outriggers. Mint. $7500. Days: 567-2332. Notes: 758-6644.



SEA OX 17'-23, CC & Walkarounds. Phoenix 27'-38'. Stamas 24'-32' cabins & walkarounds. Glassport 17'-20' Runabouts. Johnson motors, 2-235 hp. Most models in stock. You'll love our prices. Used by USCG—shouldn't you own one too? STEIN'S BOAT & MOTOR SALES, Sayville, NY. 516-567-3313.

MERCURY THRUSTER, plus trolling motor; w/T 105 amp. battery. Never used; 1-yr. warranty. $325. 516-271-0226.

1981 SHAMROCK Pilot House 200 hp gas I/B, trim tabs, VHF, outriggers. 380 hrs., original owner. Shoreline galv. E-Z Load custom trailer. Asking $15,000. 212-796-5177.

1982 Johnson 90 hp w/full controls, power T&T, w/trim gauge. Economixer w/gauge & alarm. New SST prop. Like new. Call Howie, 516-295-1138.

1978 MAKO, Evinrude 200 w/Bennett trim tabs; new bilge pump. Antennas for VHF, CB, Loran C, plus standing post & some canvas. Full electronics avail. if desired. Set up w/narrow & wide beam transducers for Lowrance X-15. Motor used only 4 years; new head last year. Getting larger Mako. Contact Al Ristori, 201-334-8059. Boat can be seen at Al Grover's, Freeport, 516-FR 8-0510.

MAINE Hull 22'x8' strip built & glasses, 70 hp Merc on bracket. New block. Under warranty. $3900. 516-427-4063.

SAVE on your next SPORTFISHERMAN. Great selection at south Florida prices. NAUTICAL SERVICE YACHT SALES, 305-848-6292.

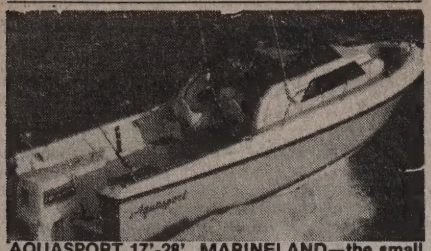
CHARTER BOAT APUS II for Sale—Buying larger vessel. Custom 41' Chrisovitch wood sportfisherman. 454 Mercruisers; eqpt. too numerous to list. Priced well below recent survey. Loaded; mint. Serious inquiries only. 516-842-2217.

QUALITY GRADY WHITE BOATS:
1983 Grady White, 25' Trophy, Demo. Hard top/radio box; full hard-top canvas, H.T. rod holders, Porta-Potti, chain pipe, Binn control pkg, w/wiper, 4 flush r/h, outriggers & spreaders, anti-foul bottom, 2 batt. & batt. switch, fuel primer pump, tach, voltmeter, fuel & trim gauges, twin 1983 150 hp Johnson O/B, 223 gal. cap. Long range fishing machine-$36,795.
1982 Grady White Tournament, dual console; 22', 80 hrs. 170 hp OMC I/O, full N/T, night cover. Loaded-$17,595.
1979 Grady White Fisherman 20' 4", twin 70 hp Johnson, new Big T steering. Extras-$7995.
1977 Grady White 204-C, 20' 4" w/aro cuddy, twin 75 hp Johnson, new Canvas, "Cream Puff," full CG pkg., VHF-$11,950.
1983 Grady White Tarpon 19', dual console. Full canvas, VHF, CG pkg., 115 hp Johnson-10 hrs. Many extras. $14,500.
1983 Grady White Tournament, dual console, 170 Mod, "display model," 60 hp Johnson-new. Canvas, compass, lounge seat, swivel seat; 5 pass. cap. Flush r/h, horn, batt. Turn key & go-$9250. Ask about other horsepower options!
COME SEE our new 1984 Privateer, Volvo 125 hp I/O, FWC 21' 6"-8' 4" Beam. This is only place to go "Wen-U-Wanna-Buy-A-Privateer.
1979 Privateer 20' 2", Demo, 70 hp Johnson, 79. Full Bimini connector & spray hood, large helm, built-in gas tank, w/s, rail-$7995.
1983 Privateer 18'. Demo. 60 hp Johnson, console, bench seat, deck hdwre, lights, flush r/h, bowrail, control pkg-binnacle. Incl. batt cables, etc. Deck tube-$5995.
1983 Privateer 16' center console, display model. Binn ctl. pkg, w/new 1983 35 hp Johnson-$5275.
See Our complete lines of DELL Quey:
1983 Dell Quey Dory 11' display model. Hardware, lights, console & steering, 25 hp Johnson-$3975.
1980 Chris Craft Scorpion Mod. 211, 21' boat & eng. Compl. recond., new canvas-$13,995.
1983 Regal, cuddy, 20' 11", 200 hp Merc 1983, twin teak plat., full canvas/nite cover, digital DF, compass-$14,500
1982 Renkin 21' cuddy. Sleeps 3; 140 hp I/O-$9750.
1976 Aristocraft 19' 120 hp OMC I/O. Always trailered-$3900.
1976 Marquis 19', 115 hp Johnson; canvas-$4000.
1976 Galaxy 19', 120 Mercruiser I/O-$3550.
EDDIE'S MARINE SERVICE, 210 Beach 2 St., Far Rockaway, NY 11691. 212-327-3168.

**Continued On Next Page**

EVINRUDE ★ WHOLESALE ★ RETAIL ★ EXPORT ★ WHOLESALE ★ RETAIL
AL GROVER'S (516) 378-0510 AL GROVER'S (516) 378-0510 AL GROVER'S (516) 378-0510
MAKO
Grover built DIESEL CUSTOM DIESEL POWER

SEA OX ON THE NORTH SHORE: 17', 20', 23', Walkaround cabin & center console. Also commercial. Good value; great ride. GLEN COVE MARINA, INC., 76 Shore Rd., Glen Cove, New York 11542. 516-676-1377.

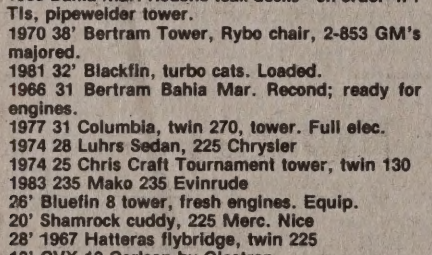


AQUASPORT 17'-28'. MARINELAND—the small boat specialists. Bronx, 212-824-4000. Mattituck, 516-298-4020. Long Beach, 516-889-5000.

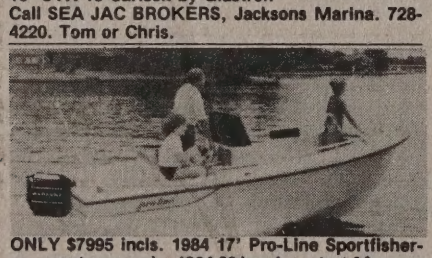
30' S.F. CANYON Boat. Complete. In water at The Mooring, Pt. Pleasant. Asking $49,900. Serious inquiries only. Call John at 201-265-8625.

1982 BOSTON WHALER 15' 35 hp Evinrude. Full stainless railings, flasher, compass. Shoreline Trlr. Extras. Showroom cond. $5000. 516-593-8573.

1968 BERTRAM Flybridge sportfish. Radar fish equipped.
1968 Bertram Bahia Mar, tower, twin 225. Ready to go.
1966 Bahia Mar. Redone teak decks - on order 471 TIs, pipewelder tower.
1970 38' Bertram Tower, Rybo chair, 2-853 GM's majored.
1981 32' Blackfin, turbo cats. Loaded.
1966 31 Bertram Bahia Mar. Recond; ready for engines.
1977 31 Columbia, twin 270, tower. Full elec.
1974 28 Luhrs Sedan, 225 Chrysler
1974 25 Chris Craft Tournament tower, twin 130
1983 235 Mako 235 Evinrude
26' Bluefin 8 tower, fresh engines. Equip.
20' Shamrock cuddy, 225 Merc. Nice
28' 1967 Hatteras flybridge, twin 225
18' CVX 18 Carlson by Glastron
Call SEA JAC BROKERS, Jacksons Marina. 728-4220. Tom or Chris.



ONLY $7995 incls. 1984 17' Pro-Line Sportfisherman center console, 1984 60 hp elec. start Mercury O/B. Freight, dealer prep. Ready to go. At the world's largest Pro-Line dealer. PATCHOGUE MARINE, 516-475-4850.




ONLY $5995 incls. 1984 17' Sea Nymph center console aluminum; 1984 50 hp elec. start Mercury O/B. Freight, dealer prep. Ready to go. Only at PATCHOGUE MARINE, 516-475-4850.

26' PACEMAKER Wahoo, 10' beam, 270 Crusader, C/C w/cuddy, legal head. Full electronics; Loran C, fighting chair, gin pole, flying gaff-all new. SW Washdown. 212-474-6422.

45 CHARTER/Party Boat. Certified 1-40 + 2 passengers. 671 diesel, Si-Tex recorder, Radar, VHF, CB, flush deck, night lights. New CG hull inspection 10-83. Boat working now; must sell. $19,500 or Best Offer. 516-422-2326.

15' CHECKMATE Speedboat, 1983, 115 hp Merc. Power trim w/trlr-$6800; 16' Sea-Swan, 1983 center console, 1983 Merc. 70 hp-$5995; 16' Cruisers Inc., cuddy cabin, 83 Merc. 50 hp, Lapstrake wood boat-$2300; 17' Peterborough 1977 Bowrider, 1977 Johnson 70 hp w/trlr-$3995; 17' SeaRay runabout, 50 hp merc w/trlr-$2100; 18' Novi center console, 40 hp Merc. w/trlr-$4000. ANCHOR MARINE, 666 Southern Artery, Quincy, MA 02169. 617-471-2666.

1981 4.5 hp Merc. O/B. Excl. shape; w/3 gal. gas tank; deep shaft. Asking $450. 914-478-4135.

36' Custom Dredger, gill netter & lobster boat. Commercial aluminum hull; diesel. All hydraulics & nets. $10,000. 516-757-0339.

Two - 35' Commercial aluminum hull Hydro-Foils. C.G. approved passenger ferry boats. No engines. $10,000 ea. 516-757-0339.

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Radar, Loran, autopilots, VHF, SSB, fish recorders. Sales & service most major brands. Custom installations. MARITIME COMMUNICATIONS, INC., 377 Woodcleft Av., Freeport, NY. 516-623-4421.

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FOR SALE: Penn Squidders 146 & 146L-$40 ea; Newell Conversion kits, for Penn Jigmaster 500-$22; for Penn Beachmaster 155 & Surfmaster 200-$22; Headlights, $12; wood plugs, etc. ROBT. VASTA, 2165 W. 8th St., Bklyn, NY 11223.

WANTED: Penn 9/0 or better fishing reel with or without heavy duty rod. Days: 212-206-1410. Eves. after 6PM 516-742-4956. Ask for Peter.

Custom Fishing Rods Built. Rods repaired; guides re-wrapped. We build rods to fit the reel & fish! 516-794-7299/794-1992 Eves.

End of Year Custom Rod Special: 7' white bay rods, w/ceramic Fuji guides. Chrome over brass reel seat, Hypalon grips. Diamond butt wrap. $45. 516-736-1294 or 422-6983.

74" Glass Rod; 5 stainless rollers; 4/0 Penn reel; 3.8 Grumman 2 pr. oars; nylon line, pulleys, trolling sockets. Woolrich outfit. 298-5282.

OFFSHORE TROLLING RODS! 2-20s, 2-30s, 3-50s. A bit scarred, but mechanically perfect. Varmac seats, Aftco guides. $400 for set. One Crack 300; still in box. $110. 516-728-0390. After 7PM.

FOR SALE: 4 Custom Trolling rods; matched & built by Merrick Tackle Co.; 3-50 lb. rods; 1-80 lb. rod. All rods are graphite w/Aftco roller guides & butt. Price $300 ea; $1100 for set. 1-Fin-Nor 50 lb. Trolling rod-$250. 5-Fin-Nor 50 lb. Golden Regal Reels-$250 ea. 516-354-2674.

## MISCELLANEOUS

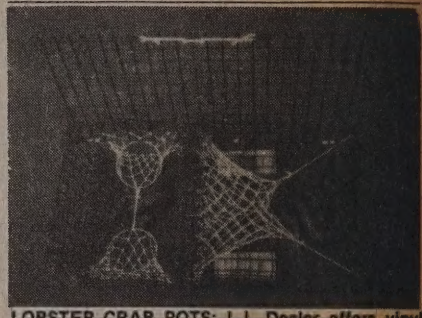
FISH IDENTIFICATION CHART—shows 85 salt & fresh water species native to our East Coast. Lithographed in beautiful, lifelike color on heavy, coated stock. Suitable for framing; size 36"x24". Send ck. or M.O. for $9.95 to: P. MILLER, 150 Babylon Tpke, Merrick, NY 11566.

Hykon Rope Measurer; new, used fishing tackle; antique reel. New foul weather suits, boots. 516-475-5479.

HELP WANTED—Retail sales; fishing tackle. Sales experience necessary. Must have knowledge of fishing. Will train. MERRICK TACKLE, Bellmore. 516-781-7766.

BOAR'S HEAD—Shoulder mount; 4-tusker. Excl. cond. 516-968-8609.

FULLY LICENSED CAPTAIN—Water deliveries, boat/navigation instruction; charters & trips. NAVIGATION SERVICES, 516-795-4498.



LOBSTER CRAB POTS: L.I. Dealer offers vinyl coated steel wire lobster & crab pots. Light & long lasting. Completely assembled or kit form. Lobstering equipment & delayed time release buoys. Frank, 516-724-3372. Jim 516-928-9603.

COOPER'S GALLEY
FIRST QUALITY commercial rain gear at wholesale prices. Full line O.D. & camouflage rain gear & hunting gear. 725-0661. COOPER'S GALLEY, West Water St., Sag Harbor, NY 11963.

FOR SALE: Fishing Station w/Dockage, rental boats & motors. 516-378-7842.

FISHERMEN & HUNTERS SPECIAL: Any size codfish mounted, 8-15 lbs.-$100. Any codfish, 15-60 lbs.-$200. Deer hunters—any doe or buck shoulder mounted for $125. Pheasants mounted-$60 with this Ad Only. INWOOD TAXIDERMY, 516-239-7716. By appointment only.

COMPASSES—COMPASSES—COMPASSES
Remember, if it has anything to do with compasses at all, give me a call! Huge inventory of Ritchie compasses. Expert installation & adjustment. Authorized repair service. I also carry a complete line of binoculars, sextants, clocks, barometers. JENS JACOBS NAUTICAL SERVICE, 516-757-7169.

FLUKE KILLER RIGS—The ultimate in a deadly double hook rig. You'll hook more & lose fewer fluke, since fish can't avoid fully adjustable tail hook. Hand tied, finest materials. 3 for $3.90. P. MILLER, 150 Babylon Tpke, Merrick, NY 11566. Our 11th year.

ABSOLUTELY New Inflatable Boat: Sea Eagle, 11' 6". Great for packing away in the car & launching from any beach. Incl. oars, bellows, life-jacket, floorboards & seat. Asking $225. Never used before. 212-465-4062.

HEY GUYS, DON'T GO AWAY! THERE'S PLENTY FOR EVERYONE!! THIS FISHERMAN MUST OWN A MUSSEL TOOL. HE ALWAYS SEEMS TO KEEP HIS CHUM POT LOADED WITH MUSSELS.

SAVE$—SAVE$—SAVE$ ON MUSSELS
Pick bushels of chum & bait with Mussel Tool. No bending, matches your reach. Pincer-like grips, large mechanical leverage, molded hand grips. Special send $12.95 to: GEORGE CARDEL, 93-08 Francis Lewis Blvd, Queens Village, NY 11428.

MONEY: Need holiday money? Sell old; buy new. I buy boats, fishing gear, decoys, guns, trucks, campers, tools. Anything. 516-567-4104.

IT'S HERE AT LAST! The National Marine Electronics "Guide to Marine Electronics" w/everything you want to know about all forms of gear from depth sounders to radar & Loran & much more. Very complete, yet easy to understand. Pick one up today, or send $9.95 for your copy ppd. HEINE MARINE ELECTRONICS, 250 Montauk Hwy, Islip, NY 11751. 516-581-0194.

LIVE BAIT WELLS, pumps & accessories. For free brochure send $.25 p/h. THE CADDY CO., 57 Bayonne Av., Dept. E, Central Islip, New York 11722; 516-234-0144.

SMOKED EELS—Always fresh; always available. Wholesale; retail. VALLEY FOOD PRODUCTS, 560 Franklin Av., Franklin Square. 516-561-6191.

Summer Dockage & Winter Storage avail. Deep, wide, picturesque river in Copiague, 20 mins. to Frank & Dick's. Full service: Mercruiser, OMC & Volvo. Used boats for sale. Check us out. 519 MARINA, 519 Boatyard. 516-842-1579/789-8789.

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CARBURETORS, starters, alternators. Rebuilt on premises. Free bench check. Same day service. CRAFTSMAN, 268 Rt. 109, Farmingdale across from Republic Airport. 516-752-1259.

GOVERNMENT JOBS. $16,559-$50,553/year. Now hiring; your area. Call 805-687-6000, Ext. R-3617.

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WALT'S WALKERS are over-the-shoe, boot or wader quality, heavy duty rubbers w/12 hardened steel cleats. A must for jetty & ice fishermen & rocky stream fishing. Dealer inquiries invited. WALT'S WALKERS, P.O. Box 32, Manahawkin, NJ 08050. 609-597-5618. Avail. at Freddie's & Johnny's, Montauk Pt.

WANTED DEAD OR ALIVE: Old one-lunger inboard. Any make, size or condition. 914-831-0687.

NO COLD FEET when you get boots & boot liners by Helly Hansen at HEINE MARINE ELECTRONICS, 250 Montauk Hwy, Islip. 516-581-0194. We also carry the superb Grunden Swedish foul weather gear for both commercial & pleasure boaters, full sets jacket & trousers-$75 & $72. See us also for fish-handling gloves & mittens, protective sleeves, &, of course, reliable & reasonable electronics & service.

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Winter storage from $6.75 per ft.; 14-28'. Full service repair shop specializing in I/O & inboard engines & sterndrives. Volvo Penta, Mercruiser & OMC. Lift service available for boats 14-28'. Winter storage covers on sale up to 50% off. HARBOR MARINE COPR., Copiague, NY. 516-789-8789.

On Water Boat Deliveries: U.S.C.G. Licensed captains. MARINE SURVEY SERVICE, 516-842-5928/757-7041.

FLOUNDER KILLER RIGS. Flounder are committing suicide on this famous 3-hook rig especially designed for the "meat fisherman." Special design & construction keeps tangles at a minimum. All hand-made finest quality material. 3 completely tied rigs for $3.90. Send check or M.O. to: P. MILLER, 150 Babylon Tpk, Merrick, NY 11566. Our 11th year.

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Delaware Co., Hamden-Andes area. Prime deer & turkey hunting land. Only a few miles from the famous "Papacton Res." Plus great trout streams nearby. Very reasonable. Jake, 607-746-2987.

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KEENE, N.H.—4.2 Wooded Acres. Water & elec. access. Must sell. Asking $7500. Call after 6PM. 516-725-3915.

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CONDOMINIUM—Beautiful, 2-Bdrm, 2Bth. Like new. Ft. Lauderdale. $55,000. 305-741-2542.

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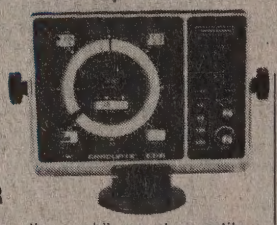
*Introducing The Graduate The Top of Its Class!*



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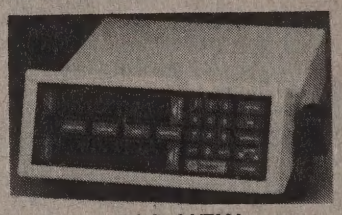
Aquameter introduces the world's most versatile depth-finder/fish finder. Combining all the following into one handsome space saving unit. L.C.D. depth display with 1/10 ft. resolution. Digital Depth Display in three digits. Eight depth ranges from 0-12 ft. up to 800 ft. Zoom feature for maximum picture, four separate alarms, L.C.D. digital speedometer, knotmeter & surface water temperature. The most amazing unit to be introduced in years! Two transducer installations available: Outboard and Inboard/Outboard multi-transducers with singular multi-transducer or for inboard installation separate thru-hull transducers.



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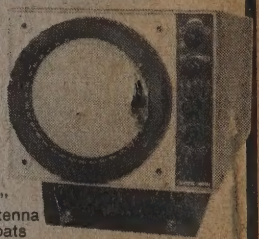
The first affordable Loran-C navigator with famous Northstar quality and "Easy-to-Use" operation. No Chinese puzzles to figure out here — Just press a button, the Northstar 800 puts a wealth of navigating information at your command. 100 way-point capability can be stored in up to 99 routes. Contains 6 pre-set notch filters. Operates on 12 VDC. Complete with "Level II" coupler. Unit is completely self-contained. Follow the Northstar.

*Introducing the new standard of performance and reliability for small radars.*

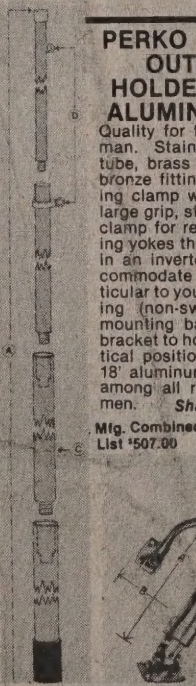
### SI-TEX/KODEN MODEL ONE 16 MILE RADAR



- Three KW of power
- Two pulse lengths
- Seven range scales
- Quarter-mile range
- Large seven-inch CRT
- Centering controls
- Display magnifies to 12"
- Lightweight radome antenna
- Ideal for power & sailboats

Introducing the Si-Tex/Koden Model One. High performance radar for safe, sure marine navigation. In the darkest of night. In the worst kind of weather. Three KW of power and two pulse lengths generate brillant targets over seven range scales from ¼ to 16 nautical miles. Minimum range on ¼-mile scale is 25 yards for close-in manuevering. Large 7" scope magnifies to 12" with viewing hood included.
The Model One has just about all the operating features you'll find in larger, more expensive radars. Lightweight radome antenna weighs just 37½ pounds and is ideal for both power and sail.

***Spectacular Savings on Above Items — Call for Price & Availability!***



### PERKO "SAILFISH" OUTRIGGER HOLDER WITH 18' ALUMINUM POLES

Quality for the serious fisherman. Stainless steel main tube, brass yoke tubing, cast bronze fittings. Features: sliding clamp with easy handling large grip, stainless drift pin in clamp for release, and mounting yokes that can be installed in an inverted position to accommodate any variations particular to your situation. Swinging (non-swivel) rectangular mounting base and clamp-on bracket to hold outrigger in vertical position. Accommodates 18' aluminum poles. Favorites among all rough water fishermen. ***Shane's Super Special***

Mfg. Combined List $507.00 **SALE $299.95**

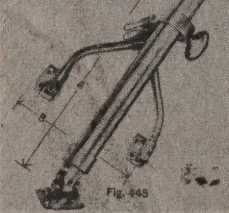


Fig. 445

### VIKING BOOTS
**By Helly Hansen**

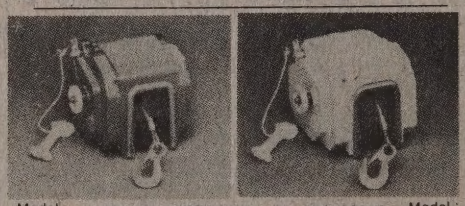
The commercial fisherman's boot seen on docks & decks worldwide. Heavy duty, made of natural rubber with comfortable linings & feature non-skid soles & extra rubber reinforcement. Insulated, 16" high & available in sizes 7-13.

Viking E371 (Insulated) **SALE $37.95**

### POWERWINCH HEAVY DUTY CAPSTAN WINDLASS

For boats 25'-70', nothing can beat this winch for rugged power and good looks. Its 1½ H.P. motor delivers all the power you need. The capstans and wild-cats are solid bronze. The white electrostatic painting ensures good looks. A wheel-operated clutch on the chain wildcat allows for free wheeling or controlled take-up. 1200 lbs. maximum load. No load speed is 58 feet per minute. Your choice of two models: Above Deck Motor or Below Deck Motor.

List $2690.00 **SALE $995.00**



Model 712C — Model 812C

### POWERWINCH ELECTRIC TRAILER WINCHES

A *Great Gift* in the long haul. Anyone with a trailer will certainly appreciate one of these back saving pleasures. Plugs into 12 volt electrical system and hauls your boat up while the captain stays clean & dry.

| Order # | Boats to | List | SALE |
|---|---|---|---|
| 712 | 4,000 lbs. | $339.00 | $179.95 |
| 812 | 6,000 lbs. | $389.00 | $199.95 |
| 912 | 10,000 lbs. | $439.00 | $229.95 |

**FREE $12.95 VALUE - WINCH COVER DIRECTLY FROM POWERWINCH**

**Call or Write for New 1984 Discount Catalog - Bigger & Better than Ever!**

### HELLY HANSEN FOUL WEATHER GEAR

The commercial and serious sportfisherman's foul weather gear. *Guaranteed 100% waterproof.* All temperature flexible, abrasion resistant, non-aging, resistant to oils & most chemicals. Generous & stylish cut assures form-fitting & full freedom of action. Specially ventilated to avoid condensation. Hooded jacket and bid style trousers, both machine washable. Available in yellow or green. Sizes: S, M. I. XL.

*Boat Show Special Free Helly Hansen Hat with Purchase* **$69.95** Full Suit Special

### ZED BY ZODIAC
***Your Passport to Boating Pleasure***

A 4 passenger inflatable that's safe & tough, at a price you can afford. Zed, made in 1000 denier polyester coated fabric, Dynalon (exclusive to Zodiac), has a buoyancy tube divided into separate airtight compartments for extra safety, & a transom made in multi-ply marine plywood. Zed is sold complete with marine quality plywood floorboards in sections.

- **Easy to Transport** - Folds into strong easy to handle carrying case.
- **Easy to Assemble** - In minutes your boat is ready to launch.
- **Economical** - Zed's shallow draught means good per-
- formance with low powered outboards using less fuel.
- **Fast** - Zed is much lighter than ridig boats of the same dimension, Zed can reach similar speeds with less power.
- **Comfortable** - Zed's roomy interior & large buoyancy tubes ensure maximum comfort.

Zed 31, 4 passengers, max. 10 H.P., max. load 1000 lbs., sold complete with: sprayhood, windshield, oars, outboard motor mounting plate, foot pump, grablines, repair kit, carrying bag, Zed manual.

List $730.00 **SALE $595.95**

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MARINE Shane's

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